

# GRAIN DEALERS' JOURNAL

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# Directory of the Grain Trade

\*Member Grain Dealers National Association.

## AMARILLO, TEX.

Barly Grain & Elev. Co., whol. grain, hay, seed.

## ATCHISON, KANS.

Blair Elevator Co., receivers and shippers.

## ATLANTA, GA.

Gregg & Son, J., wholesale brokers, grain, hay.\*

## AUGUSTA, GA.

Lamb & Hollingsworth, flour, grain, provisions.

## BALTIMORE, MD.

Baltimore Commission Co., grain commission.  
Blackburn & Co., C. P., grain recvrs., exporters.\*  
Clark & Sons, Thos. S., grain receivers.\*  
England & Co., Chas., grain, hay.\*  
Fashey & Co., John T., grain receivers and exptns.\*  
Frisch & Co., J. M., grain and hay receivers.\*  
Gill & Fisher, receivers and shippers of grain.  
Hammond, Snyder & Co., Inc., receivers, exptns.\*  
Hax & Co., G. A., grain, hay, seeds.  
Herzer & Son, Gustav, grain, seeds, hay.  
Johnston Co., Thos., grain receivers.\*  
Jones & Co., H. C., grain and hay.\*  
Kirwan Bros. Grain Co., grain and hay.\*  
Lederer Bros., grain receivers.\*  
Manger & Co., J. A., grain, seeds, hay.\*  
Muller Co., Louis, receivers and exporters.\*  
Pitt Bros. & Co., receivers and exporters.\*  
Robinson & Jackson, grain receivers.\*

## BATTLE CREEK, MICH.

McLane, Swift & Co., grain buyers.\*

## BERNE, IND.

Egley, C. G., grain, hay and seeds.

## BINGHAMTON, N. Y.

Empire Grain & Eltr. Co., grain feed shippers.

## BLACKWELL, OKLA.

Bentke Bros., hay, grain and alfalfa meal.

## BLOOMINGTON, ILL.

Baldwin Grain Co., brokers.  
Hasenwinkle Grain Co., brokers.  
Slick & Co., L. B., buyers and shippers.

## BOSTON, MASS.

Bensaquin, Matthew D., grain, brokerage, com'm.  
Campbell & Burnham, grain, feed.  
Jordan, A. W., grain broker.  
McLean Alpine Co., The, hay and grain.  
Ranlet Co., The D. W., grain and millfeed.  
Ronald, Thos., grain broker, export and domestic.  
Wright, B. C., broker, corn, oats and mill feed.

## BOURBON, IND.

Delp Grain Co., E. E., grain and mill feeds.

## BOZEMAN, MONT.

Benepe-Berglund Grain Co., Mont., oats & barley.

## BUFFALO, N. Y.

Alder Grain Co., grain commission.\*  
Buffalo Cereal Co., grain.\*  
Burns, Basil, grain commission.  
Churchill Grain & Seed Co., buyers, shippers.\*  
Eastern Grain Co., grain commission.\*  
Electric Grain Elevator Co., receivers and shippers.  
Harold, A. W., grain, barley a specialty.  
Heathfield, W. G., strictly commission.  
Irwin, Dudley M., barley.  
Pratt & Co., grain commission.\*  
Townsend-Ward Co., grain commission.\*  
Waters, Henry D., grain commission.  
Whitney-Eckstein Seed Co., seeds.

## BUSHNELL, ILL.

Coole, G. W., grain broker.

## CAIRO, ILL.

Antrim & Co., H. S., receiver and shipper.\*  
Halliday Elevator Co., corn, oats.\*  
Halliday Mfg. Co., H. L., soft, red winter wheat.  
Magee Grain Co., grain.\*  
Thistlewood & Co., grain and hay.

## CAMBRIDGE, NEBR.

Rankin Bros., wholesale grain.

## CHICAGO, ILL.

Armour Grain Co., grain buyers.\*  
Bailey & Co., H. W., grain commission merchants.\*  
Barrell & Co., Finley, grain, stocks, provisions.\*  
Bennett & Co., Jas. B., receivers, shippers.\*  
Bogert, Maltby & Co., commission merchants.\*  
Crighton & Lister, grain commission.\*  
Delany, Frank J., commission merchant.  
Dickinson Co., The, Albert, seeds.  
Dole & Co., J. H., grain and seeds.\*  
Elmore, Squire & Co., receivers and shippers.  
Finney, Sam, commission.\*  
Fitch & Co., Walter W. K., Mitchell, Mgr.\*  
Fraser Co., W. A., grain commission.\*  
Freeman & Co., Henry H., grain, hay, straw.  
Freeman & Co., M. M., grain, hay and straw.  
Gerstenberg & Co., grain, seeds.\*  
Griffin & Co., J. P., grain commission.  
Hately Bros., grain and provisions.  
Hoit & Co., Lowell, grain receivers.  
Hooper Grain Co., receivers, shippers.\*  
Lamson Bros. & Co., consignments solicited.\*  
Lipey & Co., grain commission.

## CHICAGO—Continued.

Lynch & McKee Co., grain commission.  
Mann, G. S., seed bkr., field seeds, poultry grain.  
McKenna & Rodgers, commission merchants.\*  
Merchants Grain Co., commission merchants.\*  
Merrill & Lyon, commission merchants.\*  
Merritt Co., W. H., grain, seeds.\*  
Mumford & Co., W. R., hay & grain commission.  
Nash-Wright Grain Co., grain, prov., seeds.  
Paynter, H. M., grain and field seeds.  
Peavey Grain Co., receivers, shippers.\*  
Perrine & Co., W. H., grain and commission.  
Pfeiffer, Carl F. W., grain commission.  
Press & Co., W. G., grain, provisions, stocks, etc.  
Rang & Co., Henry, grain commission.  
Requa Brothers, grain commission.\*  
Rogers & Bro., H. W., grain and seeds.  
Rogers Grain Co., buyers and shippers.  
Rosenbaum Bros., receivers, shippers.\*  
Rumsey & Company, grain commission.\*  
Savers Grain Co., grain commission.\*  
Schiffin & Co., P. H., commission.\*  
Shaffer & Co., J. C., buyers and shippers.\*  
Sincere & Co., Chas., N. Y. stocks, Chicago grain.  
Somers, Jones & Co., grain and field seeds.\*  
Squire, H. F. & Co., grain & provisions.  
Thayer & Co., Clarence H., commission.  
Uplike Commission Co., grain commission.\*  
Yantis & Co., S. W., grain commission.  
Wagner Co., E. W., receivers and shippers.\*  
Ware & Leland, grain, seeds.  
Wilson & Co., B. S., grain commission.  
Wright & Co., Jno. F., commission merchants.

## CHICKASHA, OKLA.

Farrington, J. E., Seed House, seed corn.

## CINCINNATI, O.

Allen & Munson, grain, hay, flour.\*  
Barnes, W. H., grain, hay and mill feed.  
Bender, A., grain, brokerage & com'n.  
Brown & Co., W. L., receivers and shippers.  
Cincinnati Grain Co., commission merchants.  
Early & Daniel Co., grain and hay.\*  
Ellis & Fleming, grain and hay.\*  
Fitzgerald Bros., grain & hay commission.  
Gale Bros. Co., grain, hay, feed.\*  
Gray, Ralph, receiver & shipper.  
Kyle & Rodgers, buyers and shippers of grain.  
London & Co., grain commission.  
Standard Hay & Grain Co., grain, hay and feed.  
Van Leunen & Co., Paul, grain consignments.  
Whitcomb & Root, hay, grain and mill feed.

## CLARKSBURG, W. VA.

United Brokerage Co., grain, hay, feed.

## CLEVELAND, O.

Abel Bros., hay, grain, feed.  
Bailey, E. I., grain and mill feed.\*  
Cleveland Grain Co., The, receivers and shippers.\*  
Gates Elevator Co., grain, hay, straw.\*  
Sheets Bros., Eltr. Co., The, grain, hay, straw.  
Star eltr. Co., receivers, grain, hay, straw.  
Strauss & Co., H. M., grain, seeds, hay.\*  
Union Elevator Co., grain, hay and salt.\*

## COLORADO SPRINGS, COLO.

Robinson Grain Co., H. A., grain, hay and flour.  
Seldomridge Grain Co., grain dealers.

## COLUMBUS, O.

Stritmatter, Edward, grain merchant.

## CRAWFORDSVILLE, IND.

Crabbe-Reynolds-Taylor Co., grain, seeds.\*

## CROWLEY, LA.

Lawrence Bros., Co., Ltd., grain, seed and feed.

## CUMBERLAND, MO.

Marley & Co., grain and hay distributors.

## DANVILLE, ILL.

McConnell, R. B., grain dealer.

## DAVENPORT, IOWA.

Rothschild Grain Co., D., grain merchants.\*

## DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.\*

## DENVER, COLO.

Ady & Crowe Mercantile Co., grain, hay.\*  
Crescent Mill & Eltr. Co., flour and grain.  
Denver Comm. & Grain Co., grain and hay.  
Longmont Farmers Mill & Eltr. Co., flour, grain.  
Scott, E. E., broker, grain, cottonseed meal, bags.  
Thompson Merc. Co., W. F., hay and grain.

## DES MOINES, IA.

Lockwood Grain Co., B. A., grain & millfeeds.

## DETROIT, MICH.

Dumont, Roberts & Co., receivers, shippers.\*  
Hart Grain Co., recvrs. & shippers, grain beans.  
Hobart, H. M., grain, hay and millfeeds.\*  
Lapham & Co., J. S., recvrs., & shippers of grain.\*

## DIGHTON, KAN.

Bradstreet, A. E., shipper, grain, hay & feedstuffs.

## DILLON, MONT.

Dillon Grain Co., grain, flour, feed and hay.

## DULUTH, MINN.

Turle & Co., grain commission.

## EL RENO, OKLA.

El Reno Mill & Eltr. Co., grain buyers & shippers.

## ENID, OKLA.

Johnston, W. B., grain, feed, seeds & hay.

## EVANSVILLE, IND.

Small & Co., W. H., field seeds, grain and hay.

## FAIRBURY, ILL.

Keller, Emil, grain broker and track buyer.

## FORT WORTH, TEX.

Kelp, E. R. & D. C., grain and seed dealers.\*  
Terminal Grain Co., receivers, shippers.\*  
Werner Wilkens Grain Co., receivers & shippers.

## FRANKFORT, IND.

Frank & Co., Wm., grain brokers.

## GALVESTON, TEX.

Fordtran, J. S., grain commission merchant.  
Jockusch, Davidson & Co., grain, hay exporters.  
Wisrodt Grain Co., wholesale grain eltr. facilities.

## GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.\*

## HARRISBURG, PA.

Harrisburg Feed & Gr. Co., grain, feed, hay.

## HOWE, TEX.

Howe Grain & Mer. Co., grain, hay, seeds, feed.

## HUTCHINSON, KAN.

Rock Mfg. & Eltr. Co., buyers and shippers.

## INDIANAPOLIS, IND.

Coppock, J. F., grain and hay, car lots.\*  
Fitch-McComb & Co., grain commission.  
Jordan & Montgomery Co., wholesale grain.  
Kinney Grain Co., H. E., receiver and shipper.\*  
Minor, B. B., grain consignments solicited.  
Stebbins-Witt Grain Co., commission & brokerage.  
Wilson Grain Co., John, receivers and shippers.

## JACKSON, MICH.

Shelden, Willis E., track buyer of grain.\*  
Stockbridge Elevator Co., grain, beans, hay.\*

## JACKSONVILLE, FLA.

Elmore & Co., Thos. T., hay, grain & mill stuffs.\*

## JACKSONVILLE, TEX.

Reinhardt & Co., grain, flour, hay and feed.

## KANSAS CITY, MO.

Beach Grain Co., grain commission.  
Benton Grain Co., screenings and chickenfeed.  
Christopher & Co., B. C., grain and seeds.\*  
Davis & Co., A. C., grain commission.\*  
Denton-Kuhn Grain Co., grain consignments.  
Ernst-Davis Grain Co., commission.\*  
Fowler Commission Co., receivers and shippers.  
Goffe & Carkner, recvrs. and shippers of grain.\*  
Hargis Grain Co., B. F., receivers, shippers.  
Hinds & Lint, Grain Co., receivers, shippers.  
Home Grain Co., grain merchants.  
Jacobs Grain Co., receivers and shippers.  
Kemper Mill & Eltr. Co., grain and products.\*  
Lichtig Grain Co., Henry, receivers and shippers.  
Logan Bros. Grain Co., grain commission.  
Lonsdale Grain Co., grain receivers.  
Moore Grain Co., receivers and shippers.\*  
Moore-Lawless Grain Co., grain receivers.  
Moss Grain Co., barley a specialty.  
Norris Grain Co., grain, seeds, screenings.  
Peterson-Lathrop Grain Co., commission mchts.\*  
Roehen-Cary Grain Co., grain, flour, millfeed.\*  
Shannon Grain Co., grain merchants.\*  
Smith Grain Co., Perry C., receivers, shippers.  
Steele & Co., H. H., grain and seeds.\*  
Thresher Fuller Grain Co., grain commission.\*  
Vanderslice-Lynds Co., grain commission.

## KENTLAND, IND.

McCray, Morrison & Co., track buyers.\*

## KINGFISHER, OKLA.

Kingfisher Grain & Alfalfa Mill, pure alfalfa meal.

## LA FAYETTE, IND.

Alder Grain Co., grain commission.\*

## LAMAR, COLO.

Brookshire Trading Co., grain, hay and seeds.

## LINCOLN, NEB.

Lincoln Grain Co., receivers, shippers.

## LITTLE ROCK, ARK.

Brook-Rauch Mill & Eltr. Co., corn and millfeed.  
Gordy Co., C. L., grain and millfeed brokers.  
Hayes Grain & Com. Co., grain, hay, mill feeds.

## LOUISVILLE, KY.

Bingham-Hewett Grain Co., recrs. & shprs. grain.\*  
Brandels & Son, A., receivers & shippers of grain.  
Callahan & Sons, grain.\*  
Edinger & Co., grain, hay, flour.  
Farmer & Sons, Oscar, hay and grain.  
Fruchtenicht, Henry, grain & hay.  
Schuff & Co., A. C., grain & hay.  
Thomson & Co., W. A., corn, oats & rye.  
Verhoeff & Co., H., receivers and shippers grain.\*  
Zorn & Co., S., grain.\*

## MCGREGOR, TEX.

McGregor Mfg. & Gr. Co., Santa Fe, gra., seeds.

## McKINNEY, TEXAS.

Reinhardt Grain Co., wholesale grain and hay.



# Directory of the Grain Trade

\*Member Grain Dealers National Association.

## MEMPHIS, TENN.

Clark, Burkle & Co., grain and hay commission.  
Cook, L. P., grain consignments solicited.\*  
Davis & Andrews Co., grain dealers.\*  
Farrabee-Treadwell Co., grain, hay and flour.  
Jones & Rogers, grain dealers.\*  
McLaughlin Coal & Grain Co., grain and hay.\*  
Moon & Co., W. D., receivers and shippers.  
Patterson & Co., T. G. E., receivers and shippers.\*  
Scruggs, Robinson & Co., grain, hay and mill f'ds.  
Wade & Sons, John, grain, hay and commission.\*  
Webb & Maury, grain and hay.\*  
West & Co., J. C., grain and hay commission.\*

## MERCER, MO.

Alley-Staff Grain Co., oats, corn, wheat, seeds.\*

## MIDDLE POINT, OHIO.

Pollock Grain Co., grain, hay and straw.

## MILWAUKEE, WIS.

Bartlett & Son Co., L., grain commission.  
Bell & Co., W. M., grain and seeds.\*  
Coughlin Co., T. C., grain commission.  
Courtene, S. G., field seeds.  
Deutsch & Sickert Co., shippers grain, flour, feed.  
Dingwall Co., C. E., grain, feed and screenings.  
Donahue-Stratton Co., grain, feed, mlg. wheat.\*  
Fagg & Taylor, grain merchants.\*  
Franke Grain Co., grain and feed.  
Kamm & Co., P. C., barley and rye.\*  
Lauer & Co., J. V., grain commission.  
Lowry & Co., I. H., grain commission.\*  
Mereness & Gifford, grain commission.  
Owen & Co., O. C., grain commission merchants.  
Rialto Elev. Co., grain receivers & shippers.  
Stacks & Kellogg, grain merchants.  
Wissbeck-Grunwald Co., receivers and shippers.

## MINNEAPOLIS, MINN.

Atwood-Stone Co., grain commission.  
Brown & Co., E. A., commission.  
Cargill Commission Co., grain commission.  
Carter, Sammis & Co., grain commission.  
Cooper Commission Co., receivers, shippers.  
Davies & Co., F. M., grain commission.  
Fraser-Smith Co., grain commission.  
Getchell-Tanton Co., grain commission.  
Hankinson & Co., H. L., grain commission.  
Marfield-Tearse Co., grain commission.  
McIntyre-Ferich Co., grain commission.  
Minneapolis Seed Co., field seeds.  
Nye, Jenks & Co., grain commission.  
Rhelldaffer Co., J. H., grain commission merchants.  
Turle & Co., grain commission.  
Van Dusen-Harrington Co., grain merchants.\*  
Welch Co., E. L., grain commission.  
Wernli-Anderson Co., grain commission.  
Zimmerman, Otto A., barley specialist.

## MOBILE, ALA.

Mertz & Co., G., flour, grain & vegetables.\*

## MONTGOMERY, ALA.

Dahlberg Brokerage Co., Inc., brokers and dealers.

## NASHVILLE, TENN.

Hughes Warehouse & Eltr. Co., grain.

## NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

## NEW ORLEANS, LA.

Leonhardt & Co., A. F., grain and hay.\*

## NEW YORK CITY.

Cushing & Brandt, grain commission, buyers.\*  
Forbell & Kipp, grain commission.\*  
Morey Co., L. A., grain brokers.\*  
Robinson, G. B., Jr., grain and mill feeds.  
Schwartz, B. F., brokerage and commission.\*  
Ulrichs & Hebert, grain commission and brokers.

## NORFOLK, VA.

Cofer & Co., J. H., wholesale grain.  
Scott & Co., Inc., S. D., wholesale hay & grain.

## OKLAHOMA CITY, OKLA.

Capital Grain & Eltr. Co., wholesale grain & feed.  
Chowning Grain Co., grain and feed.  
Cole & Brunskill Grain Co., shippers grain, seeds.  
Hanna Grain Co., grain, hay, seeds, alfalfa meal.  
Harrah-Robb Grain Co., wholesale grain and feed.  
Kolp, E. R. & D. C., grain and seed dealers.  
Robey Grain Co., R. E., grain broker.

## OMAHA, NEB.

Beal-Vincent Grain Co., receivers, shippers.\*  
Cavers Elevator Co., receivers and shippers.\*  
Crowell Lumber & Grn. Co., recvrs, shippers.\*  
Holmquist Eltr. Co., receivers and shippers.  
Huntley, E. E., receiver and shipper of grains.  
Hynes Grain Co., receivers and shippers of grain.  
Middle-West Elevator Co., receivers and shippers.  
Nebraska-Iowa Grain Co., receivers & shippers.\*  
Nordstrom Gr. Co., E. A., consignments.  
Nye-Schneider-Fowler Gr. Co., recvrs., shippers.\*  
Omaha Elevator Co., receivers, shippers.\*  
Roberts Grain Co., grain commission.  
Saunders-Westrand Co., shippers of grain.  
Trans-Mississippi Grain Co., recvrs. & shprs.\*  
United Grain Co., grain commission.  
Weekes Grain Co., receivers and shippers of grain.  
Welsh Grain Co., grain and hay commission.

## PENSACOLA, FLA.

Bonacker Bros., brokers, grain, hay and millfeed.\*

## PEORIA, ILL.

Arnold & Harwood, grain consignments solicited.  
Buckley, Pursley & Co., grain and seeds.\*  
Dewey & Sons, W. W., grain commission.  
Feltman, C. H., grain commission.  
Miles, P. B. & C. C., grain commission.\*  
Rumsey, Moore & Co., grain receivers.\*  
Tyng, Hall & Co., grain commission.\*

## PERRY, OKLA.

Perry Mill Co., wholesale dealers in grain.

## PHILADELPHIA, PA.

Baringer, M. F., grain and millfeed.\*  
Brazier, W. P., Mgr. Findley, Barrell & Co.  
Clemmer, A. B., grain and feed broker.\*  
Clevenger, S. J., buyer and commission.\*  
Delp Grain Co., E. B., grain and millfeeds.\*  
Dunwoody Co., Ed., flour, grain, feed.\*  
Fraser, C. C., grain and feed broker.  
Lemont & Son, E. K., hay, grain, mill feed.\*  
Miller & Sons, L. F., grain, seeds, hay.\*  
Pultz & Co., J. B., grain and feed.\*  
Richardson Bros., grain, flour, millfeeds.\*  
Rogers & Co., E. L., grain, hay.\*  
Stites, A., Judson, grain and millfeed.

## PIQUA, OHIO.

Kress Co., Harry W., track buyer, grain, hay.\*  
Spencer & Miller, grain, feed and seeds.

## PITTSBURG, PA.

Elwood & Co., R. D., hay and grain.  
Foster, C. A., grain, hay, feed.\*  
Geldel & Dickson, grain and hay.  
Hardman & Heck, grain, hay and millfeed.  
Heck & Co., W. F., grain and hay.  
Herb Bros. & Martin, grain, hay and feed.  
McCaffrey's Sons Co., Daniel, hay, grain, mill feed.  
McCague, R. S., grain, hay.\*  
Smith & Co., J. W., grain, hay, feed.  
Stewart, D. G., & Geldel, grain, hay and feed.  
Walton Co., Sam'l., grain and hay.

## PLAINVIEW, TEX.

Cobb & Elliott Grain Co., grain, seeds, coal, etc.

## PUEBLO, COLO.

Cessna Gr. & Flour Co., P. A., grain, hay & flour.  
McClelland Met'l I. & R. Co., grain, hay & feed.

## RICHMOND, VA.

Fairbank & Co., S. G., grain, hay, seeds.

## SAN ANTONIO, TEXAS.

Lupton, R., Whol. Grain & Cottonseed products.  
Oppenheimer Grain Co., wholesale grain and hay.

## SIOUX CITY, IOWA.

Fahlenkamp Grain Co., A., grain commission.  
Interstate Grain Co., buyers and shippers.  
Shepherdson Co., M. T., grain dealers.\*

## ST. JOSEPH, MO.

Gordon Comm. Co., T. P., grain dlr. and broker.\*

## ST. LOUIS, MO.

Botto Grain Co., Jno. V., receivers & shippers.  
Brockman & Co., Arthur, receivers.  
Carlisle Comm. Co., S. S., receivers and shippers.  
Connor Bros. & Co., grain.\*  
Eaton, McClellan Com. Co., grain & hay.  
Goffe & Carkeener Co., grain commission.\*  
Green Commission Co., W. L., grain.\*  
Kennedy Grain Co., receivers, shippers.  
McClelland & Co., F. M., grain and hay.  
Mullally Com. Co., John, grain, hay, seeds.\*  
Nanson Commission Co., grain commission.\*  
Pendleton Grain Co., receivers & shippers.\*  
Picker & Beardsley Com. Co., grain & grass seed.\*  
Powell & O'Rourke, receivers, shippers.\*  
Roberts Grain Co., grain commission.  
Toberman, Mackey & Co., consignments solicited.

## TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.\*

## TOLEDO, O.

DeVore & Co., H. W., grain and seeds.  
Goemann Grain Co., grain buyers.\*  
King & Co., C. A., grain, clover seed.\*  
National Milling Co., cash buyers wheat.\*  
Southworth & Co., grain commission.\*  
The Toledo Field Seed Co., clover, timothy.  
Zahn & Co., J. F., grain, seeds.\*

## TOPEKA, KANS.

Jolley & Blanchard, grain merchants.

## TORONTO, ONT.

Steele, Briggs Seeds Co., Ltd., field seeds.

## TRINIDAD, COLO.

Bancroft-Marty Feed & Produce Co., hay & grain.

## TULSA, OKLA.

Binding-Stevens Seed Co., grain & seeds.

## TYRONE, PA.

Miller's Sons, John H., receivers and shippers.

## WASHINGTON, D. C.

Anderson, E. M., grain brokers and millers agent.  
Clifton & Co., C. E., flour, grain and hay.

## WASHINGTON COURT HOUSE, OHIO

Fayette Grain Co., buyers and shippers of grain.  
Lloyd, O. E., shipper of kiln dried corn.

## WICHITA, KANS.

Craig Grain Co., J. W., receivers and shippers.  
Hastings & Co., grain brokers.  
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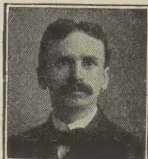
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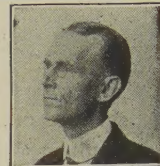
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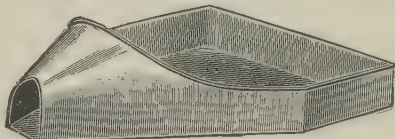
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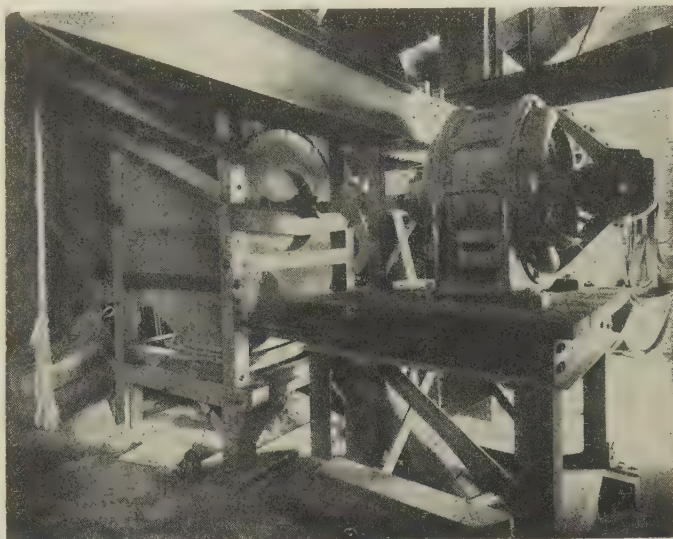


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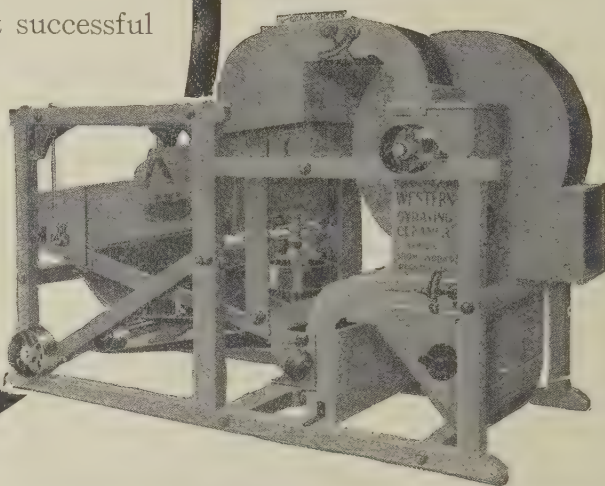
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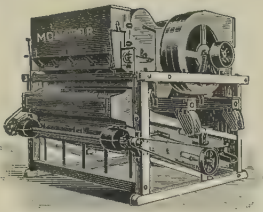
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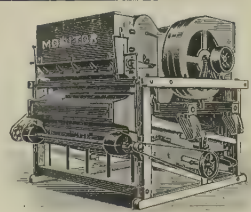




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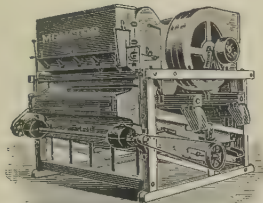
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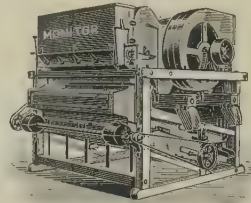
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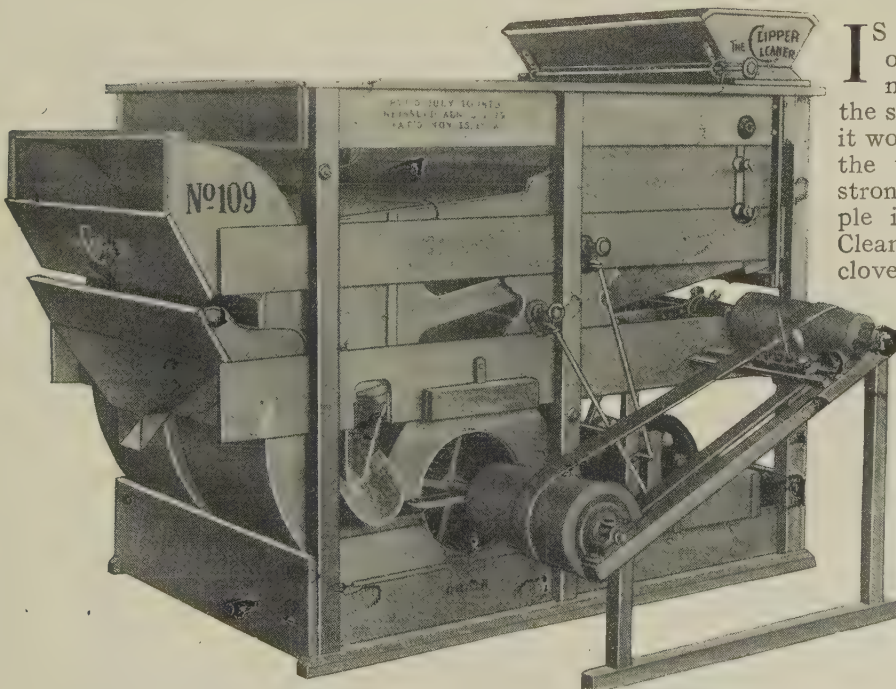
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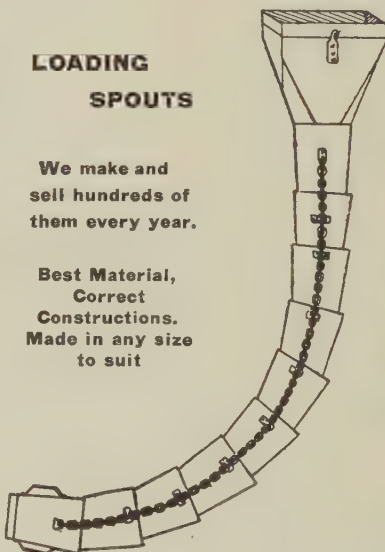
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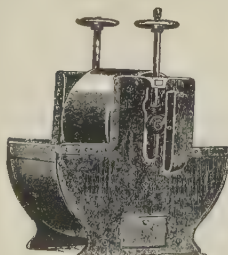
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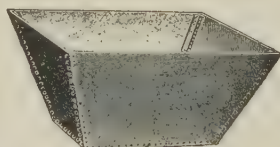
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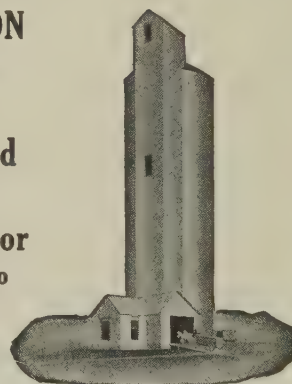
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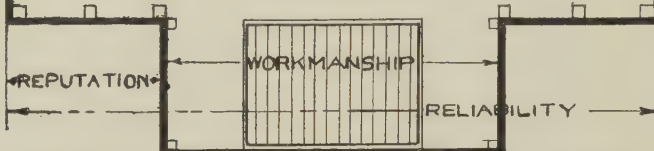


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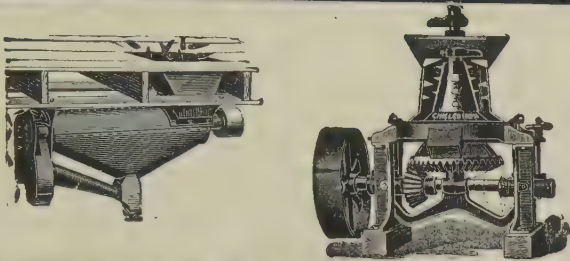
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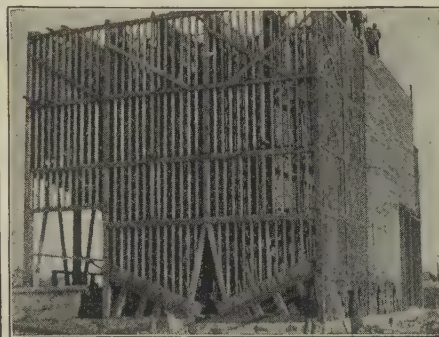


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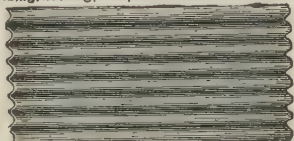
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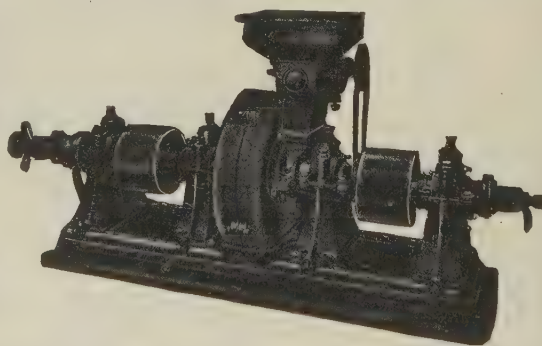
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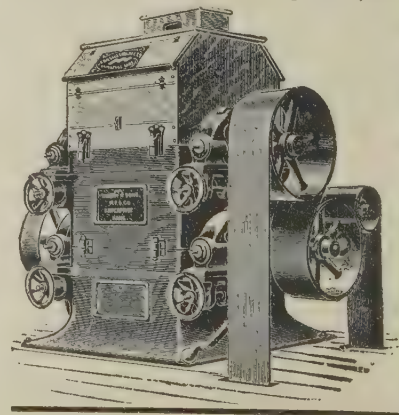
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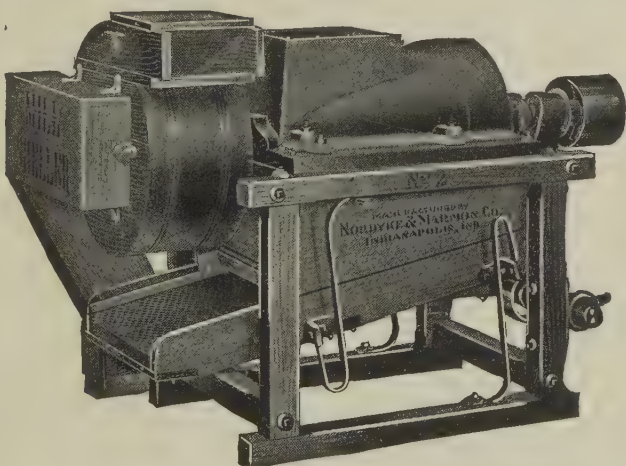
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America's Leading Mill Builders

Established 1851.

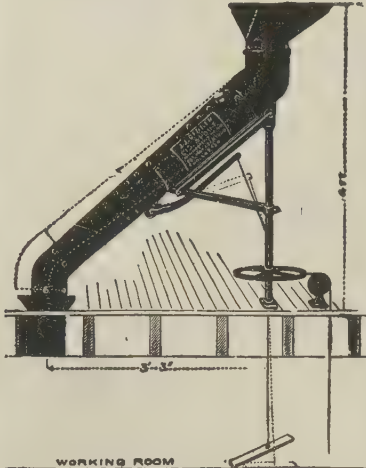
INDIANAPOLIS, IND.



**MORRIS GRAIN DRIER CO.**  
607-511 Chamber of Commerce, Milwaukee, Wis.  
Several years of experience fully demonstrates that owing to the fact that Morris Grain Driers have thorough ventilation, drying grain much more evenly, truthfully stamps them as being superior to any other grain driers in existence. Can be constructed more economically than the average drier. Don't fail to write for pamphlet giving full information and testimonials regarding our driers, coolers and conditioners.

**MILWAUKEE BAGS**

for oats, corn, seed, produce, etc. Use "Aurora A" cotton seamless grain sacks full size 2 Bu. 16 ounces.  
"Hindoo" Jute twine 3-4-5 ply is good for sewing and tying.  
**MILWAUKEE BAG CO., Milwaukee, U. S. A.**

**ORDER THE No. 2**

**GERBER IMPROVED  
Distributing Spout**

And be convinced that it is the best spout you can secure for your elevator.

We make a specialty of mill and elevator spouting. For particulars write

**J. J. GERBER, MINNEAPOLIS, MINN.**

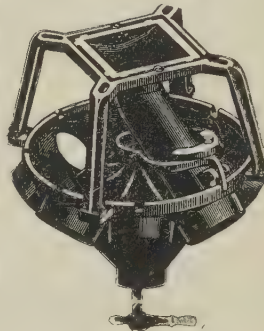
**NO CURE—NO PAY**

thing until you have tried it and find that it meets your requirements. Should it not prove satisfactory you may return it at our expense, but we do not think you will find this necessary, for not



We are so confident our Boss car loader will please you that we will ship it to you on the condition that you are not to pay us anything until you have tried it and find that it meets your requirements. Should it not prove satisfactory you may return it at our expense, but we do not think you will find this necessary, for not one of them shipped during the last two years has been returned and there was nothing to prevent anyone from sending his back had he wanted to do so. In a very few instances they did not work just right at the start but when we were advised of the nature of the trouble we told the parties wherein they had not followed our directions and thereafter the machines were satisfactory. When asking for prices please state about how many bushels you wish to load per minute, as we make them in five sizes all of which we carry in stock.

**MAROA MANUFACTURING CO., DEPT. MAROA, ILL.**

**THE BUSY SEASON**

of elevator building and repairing is here. REPAIRS are big items in maintenance of machinery. Shrewd purchasers estimate and calculate them closely.

ECONOMY OF SPACE and ECONOMY IN USE are important features.

If you want a SIMPLE, ECONOMICAL, EFFICIENT and DURABLE Grain Distributor, investigate the merits of the improved HALL SIGNALING NON-MIXING device. It accomplishes ends none others reach, as a thousand users will testify.

**HALL SPECIAL**

ONE HUNDRED PER CENT greater efficiency. FIFTY PER CENT longer life.

A record the HALL SPECIAL is making where in use every day.

COSTS LESS TO INSTALL, or to OPERATE, or to MAINTAIN; and does DOUBLE the work of any other leg of equal size.

**Hall Distributor Company**

222 Ramge Building

Omaha, Nebraska

# COMBINED

## Grain Cleaner and Pneumatic CAR LOADER

The ONLY Machine That Will Clean and Load at the Same Time.

The ONLY Car Loader That Will Not Damage the Grain.

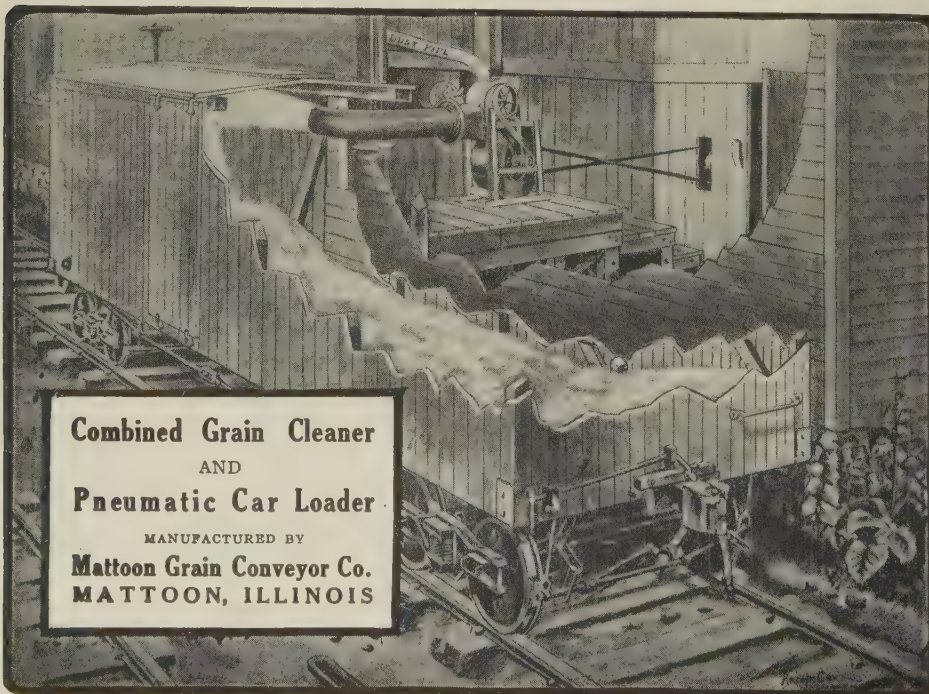
The ONLY Car Loader With Automatic Loading Spout Which Insures Even Distribution of Grain in All Parts of the Car.

For Descriptive Circular and Prices, Address

**Mattoon Grain Conveyor Co.**  
Mattoon, Ill.

### Combined Grain Cleaner AND Pneumatic Car Loader

MANUFACTURED BY  
**Mattoon Grain Conveyor Co.**  
MATTOON, ILLINOIS





# A HESS DRIER

is absolutely indispensable to any corn handler who expects to escape frequent and heavy losses.

¶ Crop Reports in this Journal show that much corn is spoiling in the cribs, and some is being thrown out because it is thought to be beyond recovery. If you wish to handle corn safely and at a sure profit, buy a Hess Drier.

¶ See the description in this Journal of the new grain elevator at Texas City, Texas, with a large Hess Drier in the foreground. More trouble is experienced with heating grain at the Gulf ports than anywhere else, so every Gulf port as well as all Atlantic ports are equipped with Hess Driers.

¶ Let us tell you how to profit by installing one of our Driers *now*. A new booklet on driers, just from the press, will be ready Feb. 23rd.

*Be sure and send for one.*

## HESS WARMING & VENTILATING CO.

907 Tacoma Building

Chicago, Illinois

*Ask us about the Hess U. S. Moisture Tester. No Glass Flasks.*

## For Sale



For particulars see the  
**“ELEVATORS FOR SALE”**  
 columns of the Grain Dealers Journal, Chicago

Those looking for elevator properties invariably consult its “Elevators for Sale” columns. If your elevator is for sale, make the fact known to the entire trade, put your For Sale sign in the “Elevators for Sale” columns, then you can be sure of selling quickly at a good price, and pay no commission on sale.

If you do not wish neighbors to know your elevator is for sale, you can have replies come in our care and we will forward them daily.

**The cost for advertising is 15c per line**

*Too  
bad  
you  
got  
“stung”  
on  
that  
last  
cleaner.*

*Don't  
let  
it  
happen  
again.*

*Buy  
a  
Reliable  
**BEALL**  
Cleaner.*

*You  
will  
be  
proud  
to  
show  
it  
to  
others  
especially  
years  
hence.*

## The Beall Improvements Co.

DECATUR, ILLINOIS



# EDISON BSCCO PRIMARY BATTERY

Let us send you our convincing booklet that explains just why Edison BSCCO Primary Batteries are absolutely the best, most reliable, efficient and economical batteries you can make use of—for whatever purpose you may require a battery.

Write us to-day.

**EDISON MANUFACTURING COMPANY**

49 Lakeside Avenue, Orange, N. J.

## The More You Pay for the Friction

in regular cemented ply rubber belt, the longer it lasts.

## "R. F. & C." SOLID WOVEN RUBBER BELTING

out wears them all and costs no more than a low grade old style cemented ply rubber belt.

A Sample will convince you.  
ASK FOR IT!

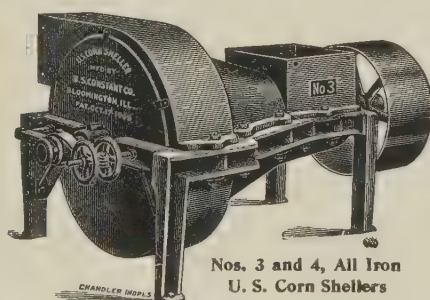
56 YEARS spent in the Belting and General Mechanical Rubber Goods Line has taught us how to eliminate your troubles.

**W. H. SALISBURY & CO., Inc.**

ESTABLISHED 1855

"Pioneer Rubber House of the West"

Office and Factory: - - - CHICAGO, ILL.



Nos. 3 and 4, All Iron  
U. S. Corn Shellers

Mechanicsburg, Ill., Feb. 3, 1911  
B. S. Constant Co.,  
Bloomington, Ill.

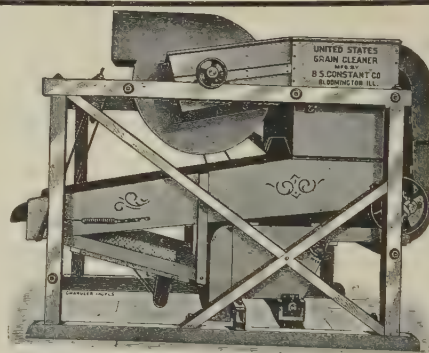
Dear Sirs:—

When I started out last Fall to get a new sheller and cleaner, I visited several elevators with different machines and then I bought a U. S. Sheller and Cleaner and am well satisfied with both. Have tested them and they will work up to their full capacity and do it well.

Yours truly,  
O. H. Fullenwider.

His man also said, that in all his long experience with cleaners, he never before saw one which set on the floor without bracing and that our Improved Eccentrix would fill a long felt want.

You try one for 30 days and be convinced



U. S. Grain Cleaner

**Do It Now!**

**B. S. CONSTANT CO.,**

**Bloomington, Ill.**

## Shippers' Record Book

is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 carloads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH" and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Order Form 20. Price \$1.75

**GRAIN DEALERS JOURNAL**

255 La Salle Street

CHICAGO, ILL.

## Clark's Decimal Grain Values SAVES TIME, MONEY AND PREVENTS ERRORS

It shows at a glance or with the simplest addition the cost of any quantity of Oats, Corn, Rye, Flax Seed, Wheat, Clover, Peas, Potatoes, Barley and Buckwheat at any possible market price per bushel and reduces pounds to bushels on the same page.

The values are shown directly from the pounds without reducing to bushels. Quantities are shown in red figures, and values in black. The price being given at top and bottom of columns on each page.

Reductions to bushels are given in two columns, the larger showing the equivalent of the full line, or thousands, in the quantity column; the smaller the hundreds only.

Form No. 35 printed on 80 pound book paper bound in art canvas. Price \$5.00.  
Form No. 36 printed on best linen ledger paper and bound in cloth half leather. Price \$6.00.

ADDRESS

**GRAIN DEALERS JOURNAL**

255 La Salle Street

CHICAGO, ILL.

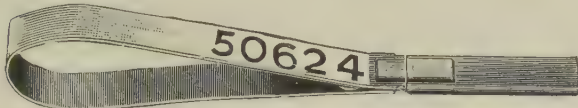


## The Triple Self-Locking Seal



has three separate locks. Cannot be opened or picked without mutilation.

Initials and numbers printed or embossed as desired.



Requires no sealing press, thereby saving much time in sealing cars.

To lock: Insert loose end in mouth of case and crowd back to shoulder of same, when all three locks will snap into place.

Send for Samples and Prices

**Chicago Car Seal Company**  
380 N. Green St. CHICAGO, ILL.

## J-M Asbestos Roofing FIRE PROOF

Made of indestructible Asbestos (Rock) Fibre and Trinidad Lake Asphalt, the great weather proofing, J-M Asbestos Ready Roofing is literally a pliable stone. Fire, acids, gases, chemical fumes, heat or cold have no effect upon it. It is therefore practically indestructible.

And because of its stone nature, J-M Asbestos Roofing never needs painting or graveling. Its first cost is its only cost. Asbestos being a nonconductor of heat and cold, this roofing keeps a building warm in winter and cool in summer.

Think what a protection J-M Asbestos Roofing would be to your building and what it would save you in paint and repair bills! It is adapted for any building anywhere.

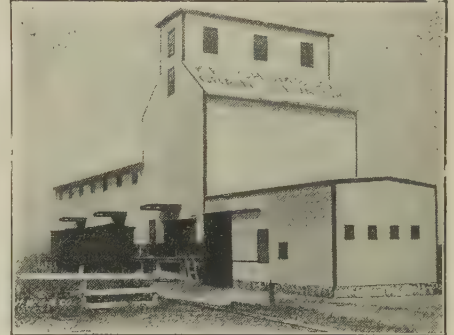
Most hardware and lumber dealers sell J-M Asbestos Roofing.

Write Our Nearest Branch for Sample and Booklet.

## H. W. JOHNS-MANVILLE CO.

Manufacturers of Asbestos and Magnesia Products

|           |             |             |              |               |
|-----------|-------------|-------------|--------------|---------------|
| Baltimore | Cleveland   | London      | New Orleans  | San Francisco |
| Boston    | Dallas      | Los Angeles | New York     | Seattle       |
| Buffalo   | Detroit     | Milwaukee   | Philadelphia | St. Louis     |
| Chicago   | Kansas City | Minneapolis | Pittsburg    | 1294          |



C. A. Ketchum & Co.'s Grain Elevator, Salem, Mass., covered with J-M Asbestos Roofing.

## A POSTAL TESTIMONIAL

### THE WANT AD.

ELEVATOR at Good Grain point wanted in exchange for good corn and wheat farm near Lamar, Mo. C. J. Meyer, Peotone, Ill.

### THE EFFECT

*Grain Dealers Journal  
Chicago*

*Gents: - Yours of the 15th is at hand. In reply say that I have quite a number of replies to my "ad" and others coming, so you may discontinue my "ad" for the present. Very respy. yours  
C. J. Meyer  
Peotone, Ills. Nov. 18.*

Opportunities are quickly found by a want ad. in the Grain Dealers Journal. Cost is only 15 cents per type line per insertion.

## Transmission Rope

WE CARRY A COMPLETE STOCK for immediate delivery in all the sizes from half inch to two inch diameter. Every Foot of Rope guaranteed to be of Finest Material and Superior Workmanship. Give it a Trial.

**The Strong-Scott  
Mfg. Co.**

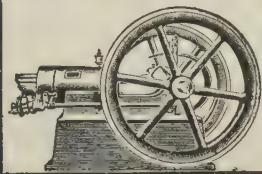
MINNEAPOLIS, MINN.



## YOU WANT GOOD ELEVATOR POWER

You must have it to make profit on the long and short jobs. You get what you are looking for in the

### WITTE GAS & GASOLINE ENGINES



The low cost of power, the little time taken to start, the assurance of continuous operation, and the safety features make the WITTE Engine of interest to every builder and user.

#### GUARANTEED 5 YEARS

The proposition we make to introduce will appeal to you. In writing state size wanted.

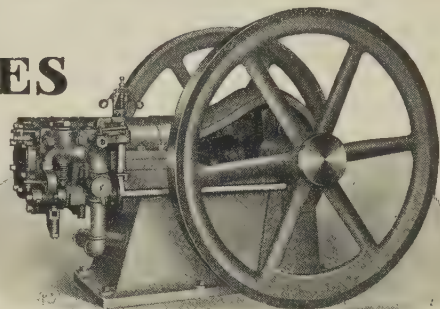
**WITTE IRON WORKS CO.,**  
1626 Oakland Ave., Kansas City, Mo



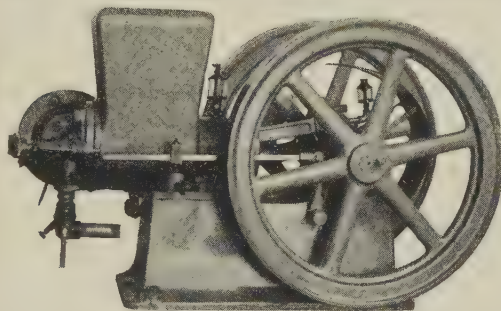
### "NEW ERA"

#### GAS AND GASOLINE ENGINES

During the 20 years we have been building these engines, improvements have been made, from time to time, until now we have reached the highest mechanical efficiency. There is nothing better to be had. Ready to run always, and give universal satisfaction. Used by elevator men all over the United States. They have many patented features, which experience teaches are necessary to get the greatest economy in operation. Our patented water jacketed cylinder head requires no packing. We have many other advantages. Send for a catalog, and prices from 3 to 100 H.P.



**THE NEW ERA GAS ENGINE CO., 86 Dale Ave., Dayton, O.**



#### The THOMPSON Automatic Engine

##### FOUR CYCLE

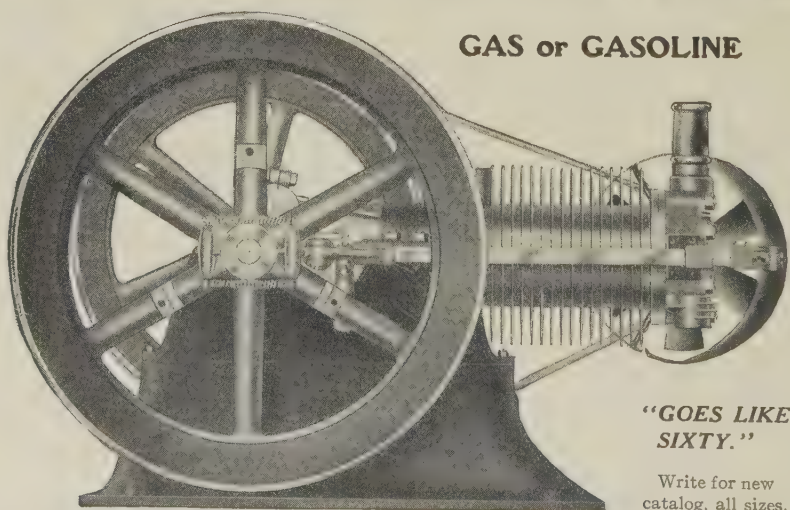
This engine is unique in its simplicity. It is absolutely down to bed rock on working parts, and still it has all the essential features of a first class four cycle engine. The valves are in the head, the inlet valve being opened mechanically. There are no gears, cams, and no gasoline pump to bother. The gasoline is fed by suction. High grade Jump Spark ignition. For its weight and size this is the most powerful engine on the market today. 4 H.P., 6 H.P., and 8 H.P. sizes. The price is right—let us book your order.

**J. THOMPSON & SONS MFG. CO.,**

**Beloit, Wis.**

## GILSON 5 Horse Power AIR-COOLED ENGINE

GAS or GASOLINE



"GOES LIKE SIXTY."

Write for new catalog, all sizes.

**GILSON MFG. CO., 644 Park St., Port Washington, Wis.**

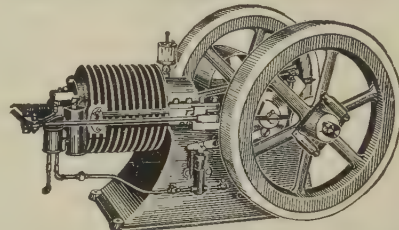
# FOOS

## GAS AND GASOLINE ENGINES

Have reached their present state of perfection as a direct result of 22 years experience in manufacturing them. These engines are built in the largest exclusive gas engine plant in America where they have the advantages of superior superintendence, and the best shop equipment. Catalogue No. 20 explains points of great interest to prospective engine purchasers. Send for it. Horizontal and vertical 2 to 500 H.P.

**THE FOOS GAS ENGINE CO.,**  
**SPRINGFIELD, OHIO.**

### HAVE YOU MONEY TO BURN?



If not, then do not burn it in your Gas Engine. This fanless and waterless Gas engine will run on 1/4 less gasoline than other make. Prove it yourself 30 DAYS FREE TRIAL. Write

**GADE BROS. MFG. CO., 410 Main St., Iowa Falls, Ia.**

## Belting, Pulleys, Hangers, Shafting and Supplies

### Gas and Gasoline Engines

Send for Prices

**THE OSBORNE & SEXTON MACHINERY CO., COLUMBUS OHIO**

### Clark's Grain Tables for Wagon Loads

TWELFTH EDITION

The best and most complete edition of these popular reduction tables ever issued.

It contains 16 grain tables and two pages of freight tables all printed from heavy-faced type in two colors on 175-pound Manila stock. It is reinforced at back with silk cloth.

It has a string loop attached so it can be hung up beside the scale beam. Marginal index for quickly finding table wanted.

All reductions are complete on one page. It has a range from 100 to 4,000 lbs. on 10-pound breaks.

The tables show the following reductions: Oats at 32 lbs., 33 lbs. and 35 lbs. Timothy Seed, 45 lbs. Barley, Hungarian Grass Seed and Corn Meal at 48 lbs. Barley at 50 lbs. Shelled Corn Rye and Flax Seed at 56 lbs. Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs. Wheat, 60 lbs., with 1, 2 3 and 5 lbs. dockage. Ear Corn at 70 lbs., 72 lbs., 75 lbs and 80 lbs per bu.

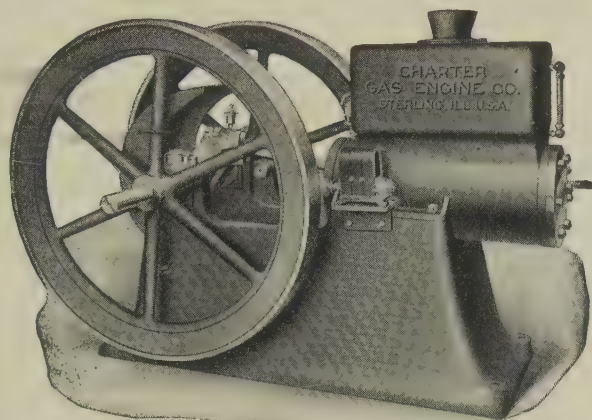
Freight table shows rate per bushel at 60, 56, 48 and 32 lbs. per bu. when the rate per 100 lbs. is 1 to 30¢ cents in 1/2 cent rises.

Price, postpaid, 50 cents

**GRAIN DEALERS JOURNAL**  
255 La Salle Street CHICAGO, ILL.



## 35 H. P. 15 YEARS—AS GOOD AS NEW



Charter Gas Engine Co., Sterling, Ill.

Luton, Iowa, Feb. 15, 1911

Gentlemen:—  
Have been using a 35 H. P. Charter Gasoline engine, purchased of you, for 15 years. Have used it for grinding corn and other feed and have always fed from 1000 to 3500 cattle annually and ground most of the feed. We have generally ground ear corn as we consider that the most profitable feed. The engine is running today and I do not see that it is much different than when new. We have never had a fire in the engine room.

We also had a 25 horse Charter engine in elevator at Flanders, Iowa, which recently burned. The engine was in the heat of the fire but think it can be put in running order at small expense.

Your books will show that the repairs for these engines have been light. Never had any trouble starting the engines except when 20 or 30 degrees below zero, and think then there should be a fire to warm up the room.

Yours respectfully,

Payne & Sargisson

### Original Gasoline Engine of the World

100 H. P. and smaller for All Kinds of Work

Gasoline, Kerosene, Naphtha, Distillate Gas, Fuel Oil  
(Very Economical)

Send for Catalog and Give Your Specifications

## CHARTER GAS ENGINE COMPANY

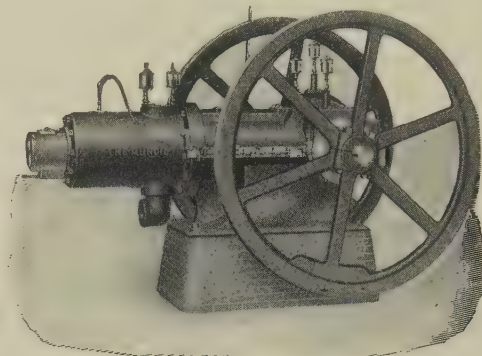
Box 509, Sterling, Ill., U. S. A.

## Revolutionizing Means Economizing

We revolutionized the internal combustion engine industry by manufacturing the most economical engine known.

## The Muncie Oil Engine

"Producing Power with the Cheapest Fuel."



It Operates on Crude Oil, Fuel Oil, Kerosene or Distillate. The few working parts reduce possible repairs and expenses to a minimum making the engine pay for itself in a short time.

Write for particulars, references and prices.

## Muncie Gas Engine & Supply Company

Mulberry St. and Railroads

MUNCIE, INDIANA



## Why OTTO Products are Cheapest



# 35

## YEARS

# 1876

# THE STANDARD

# 1911

## THE OTTO GAS ENGINE WORKS, 3213 WALNUT STREET, PHILADELPHIA, PA.

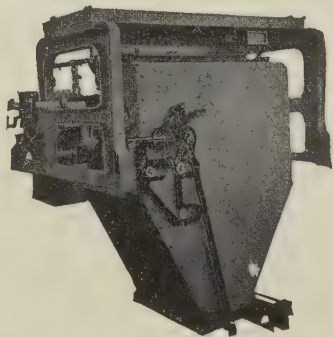
BRANCHES—Chicago, Boston, New York, Pittsburg, Omaha, Kansas City, Minneapolis, San Francisco.



HIGHEST REPUTATION IS BETTER  
THAN LOWEST PRICES

The  
**"Richardson"**

AUTOMATIC SCALE



**4000 In Use**

"ENOUGH SAID."

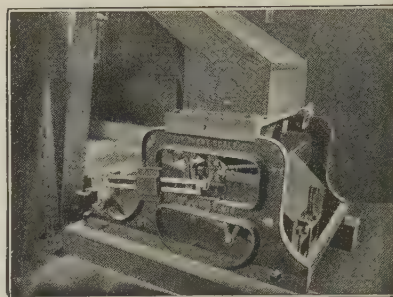
**Richardson Scale Company**

6 Park Row, New York

122 Monroe St., Chicago

415 Third St. So., Minneapolis

**AVERY**



**WEIGH  
YOUR  
SCALE  
BEFORE  
BUYING**

**YOUR BANK BALANCE FIGURES**

FOLLOW THE LEAD OF  
YOUR WEIGHT FIGURES

Would you trust the handling of your BANK ACCOUNT  
to the first man to ask you for it without investigation?

**YOUR SCALE RUNS YOUR  
BANK ACCOUNT**

GET ITS REFERENCES!

**AVERY SCALE CO.**

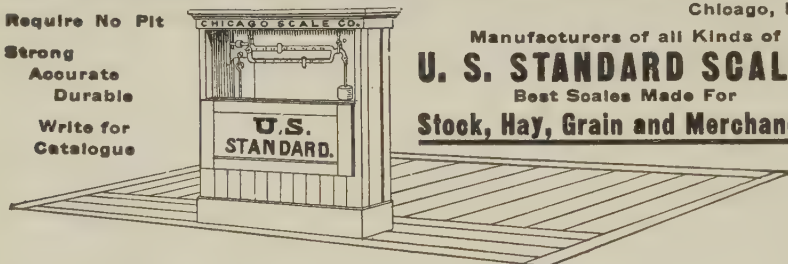
NORTH MILWAUKEE, WIS.

**CHICAGO SCALE COMPANY**

1021 Jackson  
Boulevard  
Chicago, Ills.

Require No Pit

Strong  
Accurate  
Durable  
Write for  
Catalogue



Manufacturers of all Kinds of  
**U. S. STANDARD SCALES**  
Best Scales Made For  
**Stock, Hay, Grain and Merchandise**

Official Scale at all Fat Stock Shows  
Highest Premiums Awarded at all Expositions

Only Scales Made Arranged to Hang In SOLID STEEL FRAMES

**Grain Storage Receipts**

Designed to be used by country  
elevator men, who store grain for pa-  
trons, in keeping a record of grain  
stored.

These receipts are numbered in duplicate,  
two on a page, with perforation between for  
easily tearing apart. The receipt is signed by  
the elevator man and shows he has received  
in store of.....net bus.....Wheat  
to be stored and insured under following con-  
ditions, etc.

The stub is used for recording the name of  
the owner of the wheat, the number of gross  
bus., dockage bus., and net bus. and lbs.,  
grade and dockage per bu.

Each book contains 50 receipts  
printed on bond paper, 10½x3½ in.  
Order form No. 4. Price 50 cents.

**GRAIN DEALERS JOURNAL**

255 La Salle St. CHICAGO, ILL.

**SOMETHING BETTER**

The manifest advantages of the automatic scale are recognized  
—the cry is for simplicity, accuracy, efficiency and durability.

1911 dawns upon something better:

**THE RELIANCE AUTOMATIC SCALE**

the one scale which responds to these demands.

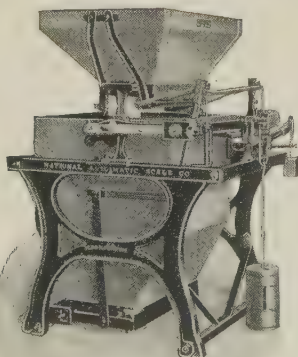
Send for our 1911 catalogue and let us show you why.

**60 Days Free Trial.**

**5 Years Guarantee.**

**NATIONAL AUTOMATIC SCALE CO.**

BLOOMINGTON, ILL.



Continuous Weigher



Portable Bagger



## DON'T TEAR OFF YOUR OLD ROOFS

They can be made just as good as new at a very small cost with

## Maire's Indestructible Roof Preserver

Makes any old leaky roof as tight as a corked bottle. Guaranteed for five years.

Applied like paint but lasts longer and stops the leaks besides.

Full particulars with prices sent free on request. Write today.

**Maire Paint Co.**

**Minneapolis, Minn.**

**Judicious Advertising as Irresistible as Niagara**

The Journal Continuously Demonstrates It

## "EUREKA" GRAIN DRYERS



Are easily controlled,  
Continuous in operation,  
Thoroughly Reliable,  
Inexpensive to install,  
Results are Uniform.

All our claims are fully substantiated.  
Any percentage of moisture can be removed.

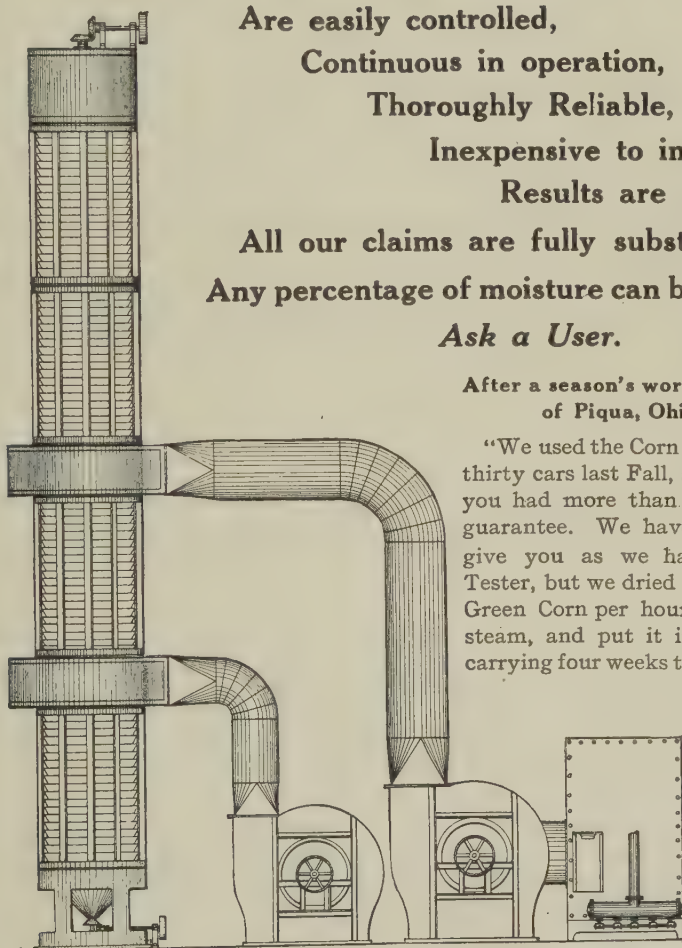
*Ask a User.*

After a season's work, C. N. Adlard,  
of Piqua, Ohio, says:

"We used the Corn Dryer on about thirty cars last Fall, and found that you had more than exceeded your guarantee. We have no figures to give you as we had no Moisture Tester, but we dried 160 bushels of Green Corn per hour with 30 lbs. of steam, and put it in condition for carrying four weeks to New England.

Our Broker said we had the best corn that had arrived in that section.

We would not be without the Dryer at any cost."



Sole Manufacturers

**THE S. HOWES COMPANY**  
Grain Cleaning Machinery Specialists  
"Eureka Works," Silver Creek, N. Y.



**Claus-Bland Mfg. Co.**

Successors to  
Grain Dealers Supply Co.

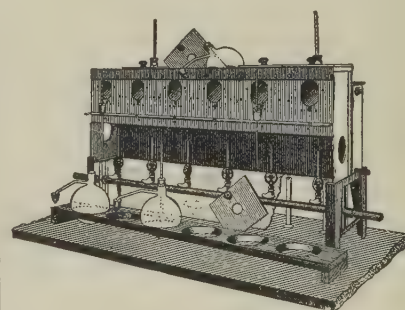
## MACHINERY and SUPPLIES OF ALL KINDS

We are offering some  
Special Bargains in  
Pulleys, Belting,  
Spouts, etc., etc.

WRITE US.

305 South 3rd Street, MINNEAPOLIS, MINN.

## Moisture Tester



BROWN & DUVEL'S

For Accurate Determination of the Percentage of Moisture contained in Grain and Other Substances.

The Machine is adopted as Standard by the U. S. Department of Agriculture.

In use by all U. S. Grain Standardization Laboratories.

Prices and Descriptive Booklet on Application.

Exact results guaranteed.

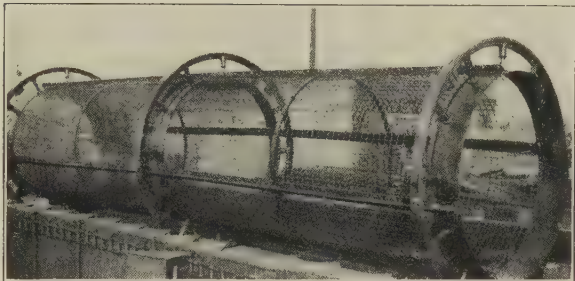
**The Kny Scheerer Co.**

Dept. of Laboratory Supplies  
404-410 West 27th St., New York, U. S. A.



**LINCOLN COAL**

6-inch Lump passes over this 36 ft. Shaker Screen.



6x3 Egg and 3x1½ Nut pass through this 30 ft. Revolving Screen.

Screenings and impurities are taken out before the coal is loaded.  
Write for delivered prices.

**Lincoln Springfield Coal Co., Old Colony Building, Chicago**

**COAL!****Lill-Robinson Quality**

is MORE than the standard; it is the best! When you buy

**"L-R" Coal**

you not only get the very best the market affords, but you get even more than this. You get

**Lill-Robinson Service**

This means that when you order coal from the "L-R" Company, you get "what you want when you want it," and if you have had much experience in buying coal you know what this means.

We are shippers of the very best coal from the following fields:

**"ECONOMY" 6" Lump and Egg and 3" Nut, Franklin County, Illinois.**

**CARTERVILLE 6" Lump and Egg and 3" Nut, Southern Illinois.**

**"GOOD WORTH" Lump, Egg and Nut, from Indiana.**

**LONE RIDGE POCAHONTAS from West Virginia.**

**SUNDAY CREEK HOCKING, Ohio.**

Write us for delivered prices at your station.

**LILL-ROBINSON COAL COMPANY**

215 DEARBORN ST., CHICAGO

Long Distance Phone, Wabash 3288—ALL DEPARTMENTS

**IMMEDIATE SHIPMENT**

VIA ALL LINES

**HARRISBURG COAL**

**DOMESTIC LUMP** over a 6-in. Shaker Screen

**DOMESTIC EGG** through a 6-in. and over 3-in. Shaker Screen

**DOMESTIC No. 1 NUT** through a 3-in. and over 2-in. Revolving Screen

**We Load Sealed Box Cars**

Operators also in the following fields: Linton No. 4, Green County, Ind.; Springfield, Ill.; Clinton, Ind.; Fairmont, W. Va.; Cambridge, Ohio

**O'GARA COAL CO.**

General Offices  
Marquette Bldg.

**CHICAGO, ILL.**

Minneapolis Office:  
209 Lumber Exch.



# "Wanted" and "For Sale"

The rate for advertisements in this department is 15 cents per type line each insertion

## MACHINES FOR SALE.

**MARSEILLES CORN SHELLER** for sale. Absolutely new, never installed. J. B. Horton & Co., Memphis, Tenn.

**FOR SALE.** Five large steel elevator boot tanks. Good condition, water tight, low price. Write R. E. Jones Co., Wabasha, Minn.

**FOR SALE**—1-50 Norse Corliss steam engine, 1-35 Norse Frost steam engine, 1-60 Norse boiler, 1-100 Norse boiler, 1-No. 0 Eureka grain cleaner, 1 size 1 Barnard & Leas grain cleaner, 1 size 1 flour dresser, 1-25 light dynamo. Address W. I. Thompson, Madison, S. D.

**COMPLETE AND UP TO DATE** machinery including Corliss power plant for an 80 bbl. flouring mill, Barnard & Leas system. Owners wish to dismantel building for other purposes. A bargain for cash. Address Clover Leaf, Box 3, Grain Dealers Journal, Chicago, Ill.

**SECOND HAND FOR SALE**—Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye, gear drive; 1-9"x15" Case; 1-7"x18" 3 pair high Alfree, belt drive; 1-7"x15" Alfree, 2 high roller mill. Separators: 1 No. 1½ Barnard & Leas milling, 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic, 25 bu. cap.; 1 No. 256 Monarch Magnetic, 50 bu. cap.; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 F, 1 No. 4 A, 1 No. 2-B Wilson Tubular, 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

**MACHINES FOR SALE.** 1 No. 9 Monitor dustless double barley separator, 1 No. 8 Monitor special barley separator, 1 Rochester flax grain & seed cleaner, 2 No. 5 Clipper grain & seed cleaners, 2 double car unloaders, 1 car puller, 4 friction clutch pulleys, 2 distributing spouts, 6 day dust collectors and 1 fan, 6-500 bu. Fairbanks scales, 1 4 h. p. steam engine, 1 fire pump, 1 heater and purifier, 6 hopper tanks for elevator boots, 4,000 very good elevator buckets, 1 26-inch rubber drive belt, 2 26-inch rubber conveyor belts, 2 24-inch rubber conveyor belts, 1 20-inch elevator belt, 300 perforated zinc sheets new and second hand, 300 small rope sheave guides. We guarantee all machines to be in good condition. Write for what you want and you will be surprised at our low prices. La Crosse Wrecking Co., La Crosse, Wis.

**SECOND HAND MACHINERY.** — We offer the following Rebuilt Machinery at greatly reduced prices (subject to prior sale): Largest stock in the world. Separators—Big lot large and small capacities.

**Feed Mills,** 7x14 two pair high Great Western, 7x14 three pair high Richmond, 9x14 two pair high Allis, 9x24 two pair high Barnard & Leas, 9x18 three pair high Noye, and 9x30 three pair high Wolf.

**Roller Mills,** No. O. Willford 3 roll two reduction, 9x30 and 9x18 Stevens single; 9x18, 9x24 and 9x30 Allis, Stevens, Barnard & Leas, Nurdyke & Marmon, Case double and 300 more of various makes and sizes.

**Attrition Mills,** 19 inch, 24 inch and 26 inch Foos, 30 inch American.

**Corn Crushers,** No. 7 and 10 Bowsher; No. 1 Foos; No. 2 Triumph.

**Elevator Belts**—A big lot with buckets attached of various lengths and sizes.

**Pulleys**—A big lot, both wood and iron, from 3 inch to 10 ft. in diameter.

Write for new book "Gump Bargains," giving complete list all machines in stock. B. F. Gump Co., Mill and Elevator Machinery, 431 S. Clinton St., Chicago.

## MACHINES FOR SALE.

**WESTERN SHELLER**—Has been used very little; as good as new; will sell cheap. Address H. M. Hobart, 406 Cham. of Com., Detroit, Mich.

**MACHINES not in use** can quickly be sold by an advertisement in the "Machines For Sale" column of the Grain Dealers' Journal, Chicago, Ill.

**MACHINES FOR SALE.** One 18" Engleberg Hallstead attrition mill, one 24" Foos mill, two 24" Cogswell attrition mills, one 34 h.p. Miami gas or gasoline engine, one style N. Foos grinder, one No. 7 Bowsher and one No. 10 Bowsher feed mill, one 18x32 automatic steam engine, 100 to 150 h.p. The Orville Simpson Co., Successors to Straub Machinery Co., Cincinnati, Ohio.

## MACHINES WANTED.

**WANTED**—One controllable drop dump, dump irons. W. D. Rapp & Son, Sabina, Ohio.

**WANTED**—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices, and estimates of machines for sale. We can save you money. More than value received.

## GASOLINE ENGINES.

**ONE 50 H. P. IMPROVED MILLER GAS** engine for sale. Gregory Electric Company, 16th & Lincoln Sts., Chicago, Ill.

**TWO GASOLINE ENGINES** 15 h. p. each, Fairbanks-Morse and Witte, for sale cheap. Jos. Turk Mfg. Co., Bradley, Ill.

**FOR SALE AT A BARGAIN** new and second hand gas and gasoline engines from 10 h. p. to 65 h. p. Muncie Gas Engine & Supply Co., Muncie, Ind.

**ONE 15 H. P. FAIRBANKS** gasoline engine in good running order for sale at a bargain if taken quick. Address F. W. Scanling, Chrisman, Ill.

**IF YOU HAVE** a gasoline engine for sale advertise in the "Gasoline Engines" column of the Grain Dealers Journal and get quick results.

**WE OFFER** 5, 6, 12, 25 and 50 h.p. Fairbanks-Morse engines for quick sale. Have also a 30 h.p. McVicker like new and many other sizes and styles. State your requirements. Gas Power Engineering Co., Milwaukee, Wis.

## GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.  
25 H. P. Columbus.  
25 H. P. Fairbanks-Morse.  
22 H. P. Fairbanks-Morse.  
15 H. P. Fairbanks-Morse.  
12 H. P. Fairbanks-Morse.  
6 H. P. Fairbanks-Morse.  
4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

## INFORMATION.

**READERS DESIRING** to learn by whom, or where any grain handling machine or device is made can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

**ADDRESS WANTED** of G. S. Barnes, Jr., formerly at Wichita, Kan. Address E. E. S., Box 4, Grain Dealers Journal, Chicago.

## STEAM ENGINES—BOILERS.

**150 H. P. ATLAS CORLISS ENGINE** and steam boiler 100 lb. pressure for sale. In use two years. J. B. Horton & Co., Memphis, Tenn.

**TO EXCHANGE**—Frost steam engine, 15 h. p., good condition, one Barnard & Leas barley separator and scourer, one flax reel for gasoline engine large enough to run a hay press. Write Box 794, Osage, Iowa.

**REBUILT ENGINES AND BOILERS.** ENGINES—CORLISS: 20x48 Wheelock, 18x36 Ohio Heavy Duty, 14x42 Hamilton, 14x36 Vilter, 12x36 Allis, etc.

ENGINES — AUTOMATIC: 15x14 Erie, 14½x16 Buckeye, 11x16x12 Buffalo Compound, 13½x15 Taylor, 13x16 Erie, 13x12 Harrisburg-Ideal, 13x12 Phoenix, 12x14 Green, 12x12 Armstrong & Sims, 11x16 Atlas, 10½x14 Buckeye, 10x14 Noyes, 9x12 Russell, 7x10 Atlas, etc.

ENGINES—THROTTLING: 16x22 H. S. & G., 14x18 Sinker-Davis, 14x14 Lewis Vertical, 12x16 Reed, 12x14 Gibbs, 12x12 Wells, 10x16 Bass, 10x12 Oil Well, 9x12 Ball, 9x10 Reed, 8½x12 Leffel, 7x10 O. & S., 6x8 Industrial, etc.

BOILERS — STATIONARY: 72x18 high pressure, 72x18 standard, 72x16, 66x16, 60x16, 60x14, 54x16, 54x14, 48x14, 44x14, 44x12, 42x12, 36x16, 36x12, etc.

BOILERS—FIRE BOX: 100, 80, 60, 50, 40, 30, 25, 20, 16, 12, 10 and 8 h.p., etc.

BOILERS—VERTICAL: 50, 40, 35, 30, 25, 35, 30, 25, 20, 16, 12, 10 and 8 h.p., etc.

BOILERS—VERTICAL: 50, 40, 35, 30, 25, 20, 16, 12, 10, 8, 5 and 3 h.p., etc.

HEATERS. All sizes, open and closed. PUMPS: All sizes, single and duplex.

MISCELLANEOUS: Saw mills, lath mills, edgers, cut-off saws, re-saws, blowers, exhaust fans, tanks, etc. Write for list. Also full assortment of new machinery. Sole manufacturers of the celebrated "Leader" Injectors and Jet Pumps. Send for circular. The Randle Machinery Co., 1748 Powers St., Cincinnati, Ohio.

## SCALES FOR SALE.

**SCALES** for elevators and mills, lowest price. Chicago Scale Co., Chicago.

**GOOD FAIRBANKS R. R. SCALE** for sale. Capacity 120,000 lbs. This scale is in good condition and the price is right. Edinburg Farmers Grain Co., Edinburg, Ill.

**SCALES** of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

**FOR SALE CHEAP**—Good 42 ft. 60 ton Standard railroad scale, also 22 h. p. Fairbanks-Morse gasoline engine. Write for particulars. Grayson Mill & Grain Co., Van Alstyne, Texas.

## BOOKS FOR SALE.

**THE GRAINMAN'S ACTUARY**, the book for grain dealers, receivers, shippers and commission merchants. Price \$1.00 post paid. Henry J. Nobbe, Nokomis, Ill.

## ELEVATOR SUPPLIES.

**GRAIN TESTERS**—Three sizes, one pint, one quart, and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, O.

## BUILDING MATERIAL.

**2 MILLION FT.** 2x6, 2x8, 2x10 hemlock cribbing; all size timbers, boards and ready roofing. J. G. Ruel, 7337 Stoney Island Ave., Chicago.



**ELEVATORS FOR SALE.**

**HAMBURG, MICH.** Elevator for sale. Only elevator in town. Address J. J. Watkins, Hamburg, Mich.

**A BIG BARGAIN.** Good, first class mill and elevator for sale, in the heart of the hard wheat belt. Mill capacity 200 bbls.; good terms. Address N. E. Gailey Realty Co., La Crosse, Kansas.

**SOUTHWESTERN IOWA** elevator and coal business for sale in town of 1,500. Good territory; on own ground. Address I. R. V., Box 10, Grain Dealers Journal, Chicago, Ill.

**EAST ST. LOUIS, ILL.**—150,000 bu. capacity frame cribbed elevator for sale. Thirty bins, steam power fully equipped with brick warehouse 90x150 ft. If interested write Williams & Fitz-Hugh Company, Memphis, Tenn.

**KANSAS.** For sale a new elevator of 10,000 bu. capacity, modern, in the best corn county in Kans. Only elevator at this point. 150,000 bu. annually. Price \$7,500. Address Modern, Box 4, Grain Dealers Journal, Chicago, Ill.

**WESTERN OHIO.** For sale 15,000 bu. elevator and 75 bbl. flour mill combined with coal business. No competition. Well located in western Ohio. Inspection solicited. Price \$7,500. E. C. Brungard, Big Springs, Ohio.

**WESTERN OHIO**—15,000 bu. elevator and 150 bbl. mill combined. Splendid plant; 160 h. p. engine; good grain territory, shipping 200 cars grain annually. Address H. B., Box 3, Grain Dealers Journal, Chicago, Ill.

**FOR SALE AT A SACRIFICE.** 3 elevators on the Santa Fe between Chicago and Ft. Madison. The one doing the best business will be sold separately if desired. Here is a fine chance for a grain man. Address Sacrifice, Box 1, Grain Dealers Journal, Chicago, Ill.

**SMALL ELEVATOR,** coal and cement block business for sale. Buildings new and complete; 35 h. p. gasoline engine, 5 stands of elevators, meal and feed mills. Location splendid. Price right. Full particulars upon application. Address W. H. Allenbaugh, Greenup, Ill.

**MINNESOTA AND DAKOTA.** Ten elevators in Central Minn., eight in No. Dak. Owners wish to retire from business and will sell at a low price and give good terms. Coal sheds in connection. Will divide line if desired. Address Dakota, Box 4, Grain Dealers Journal, Chicago.

**SOUTHWESTERN MINNESOTA.** Line of elevators in Southwestern Minn. for sale. Doing a good business. Local and crop conditions never better; houses in good repair, equipped with all modern machinery. Full particulars on application. Address Minn., Box 4, Grain Dealers Journal, Chicago, Ill.

**ELEVATOR IN CENTRAL ILLINOIS** on I. C. R. R. Has done 300,000 bu. business since July 1st, 1910; this is a modern 22,000 bu. capacity cribbed house, on owner's land; has a new corn crib with dump for 5,000 bus. ear corn. Price \$7,500. Owner wishes to go west reason for selling. Address A. D. A., Box 3, Grain Dealers Journal, Chicago, Ill.

**ELEVATOR IN ALLEN COUNTY, OHIO,** for sale. Capacity 16,000, good shipping for grain, hay and seed, handling 150 cars of grain annually; coal sheds in connection. Practically new elevator and equipped with up to date machinery. Good reasons for selling. Will give possession at once. Address Allen, Box 10, Grain Dealers Journal, Chicago, Ill.

**ELEVATORS FOR SALE.**

**IOWA**—For sale or exchange, elevator. Only one in town. Write P. O. Box 193, Webster City, Iowa.

**IF YOU WANT** to sell your business write to the Manager of the Want Dept., Grain Dealers Journal, Chicago, Ill.

**TWO ELEVATORS** of 25,000 and 12,000 bus. capacity for sale. Doing good business, good territory. Address Pearson & Hayton, Marshall, Okla.

**NORTHEAST KANSAS.** Good elevator for sale. Doing good business; good competition. Address F. H. C., Box 1, Grain Dealers Journal, Chicago, Ill.

**IOWA.** 15,000 bushel elevator in good grain territory for sale. Doing good business; no farmers competition; one competitor. This is a bargain. Address P. I. D., Box 2, Grain Dealers Journal, Chicago, Ill.

**ELEVATOR IN NORTHERN IOWA** doing good business, no competition. Past results will show property will pay a high rate of interest on the investment. Cash trade only. Address Iowa, Box 5, Grain Dealers Journal, Chicago.

**NEW ILLINOIS ELEVATOR** of 15,000 bu. capacity for sale. Only house at station. Ships 80,000 to 100,000 bu. per year. Can engage in coal or lumber without competition. Extra bargain. Address S. A. B., Box 1, Grain Dealers Journal, Chicago.

**ELEVATOR IN CENTRAL IOWA** doing good business. No competition; large crop to move this year. If you are looking for a good business write for full particulars to R. W. G., Box 2, Grain Dealers' Journal, Chicago, Ill.

**KANSAS**—15,000 bu. elevator on Mo. Pac. for sale. Cleaner, hopper scales, double dumps, etc. Good soft wheat territory; good shape, easy competition; insured \$3,000, price \$3,750. For other bargains write us. Address Desk No. 4, 205 Sedgwick Block, Wichita, Kansas.

**OKLAHOMA.** For sale, elevators and storage aggregating 65,000 bu. located at three best points on the O. C. R. R. Country new and fast developing. Doing good business in corn now. Price \$8,000. Good terms if desired. Address G. F. B., No. 104 Exge. Bldg., Kansas City, Mo.

**WESTERN OHIO** corn belt elevator for sale. Favorably located, doing a very profitable business in grain, hay, seed and coal. An excellent town of 1000, two trunk line railroads; plant is good as new and modern. A bargain for you if you will write today. Address Buckeye, Box 11, Grain Dealers Journal, Chicago, Ill.

**MEMPHIS, TENN.**—125,000 bu. capacity elevator for sale. Brick building, three stories 70x300 ft. with 33 bins through center of the warehouse; electric power; well located. Elevator property covers 1/2 space of building, balance warehouse. If interested write Williams & Fitz-Hugh Company, Memphis, Tenn.

**THAYER COUNTY, NEBR.** Elevator for sale in wheat and corn belt. Large crop to move this year; nearly all grain is marketed; no cattle feeding; only two elevators in town of 1,200; good school and churches; last year's business 110,000 bu.; can be increased; also coal can be added. Best opportunity in state. Address County, Box 9, Grain Dealers Journal, Chicago, Ill.

**NORTHWESTERN OHIO.** For sale 16,000 bu. capacity cribbed elevator equipped with up to date machinery, practically new. Good shipping for grain, hay, seeds and wool; also flour and feed business in connection and coal can be added. Good location, in town of about 1,200. Good opportunity for someone; price reasonable for quick sale; reason for selling, have other interests. Full particulars upon application. Address Chance, Box 2, Grain Dealers Journal, Chicago, Ill.

**ELEVATORS FOR SALE.**

**INDIANA.** For sale good 25,000 bu. capacity elevator in good grain center on Lake Erie & Western. Address Box 303, St. Anne, Ill.

**ELEVATOR IN CENTRAL IOWA** for sale. 10,000 bu. capacity; handling 140,000 bu. annually; another good paying business in connection with the elevator if wanted; no competition. If you are looking for a good business address Central, Box 2, Grain Dealers Journal, Chicago, Ill.

**OHIO.** I have three elevators for sale in the best shipping counties in Ohio, located in Wood County, Henry County and Putnam County. They ship from 75,000 to 175,000 bu. per year; will sell right or trade for farm land. Address Lock Box 54, Deshler, Ohio.

**NORTHWESTERN INDIANA.** 20,000 bu. capacity elevator for sale. Located in county seat town, population 4,500. 30 h.p. gasoline power, Bowsher feed grinder. Also handle lime, cement, plaster, sewer pipe, flour, feed and salt. Retail trade 12,000 to 15,000 per year. Address Retail, Box 4, Grain Dealers Journal, Chicago, Ill.

**CENTRAL MINNESOTA.** 25,000 bu. elevator with fuel and feed business; splendid country; crop principally wheat, with all kinds of coarse grains; good town to live in and for business if handled by a wide awake grain man. Price and terms right. Address Sota, Box 4, Grain Dealers Journal, Chicago, Ill.

**SOUTH DAKOTA**—20,000 bu. elevator and coal business for sale. Plant practically new; location best in county seat town; grain receipts 500,000 bus.; full set cleaners, 8 h. p. gas engine; coal capacity 200 tons. Owner leaving town account illness. Address N. N. T. Box 4, Grain Dealers Journal, Chicago, Ill.

**ILLINOIS**—25,000 bu. elevator on Big 4 siding, equipped with complete meal and chopping outfit; do a wholesale and retail business; in 1910 handled 25,000 bu. wheat, 30 cars snapped corn, 400,000 lbs. feed, 2,900 bbls. flour, 15,000 bu. meal; have made a good profit; owner wishes to retire; \$5,000, 1/2 cash; do not write for curiosity. J. B. Kuykendall Milling Co., Vienna, Southern, Ill.

**INDIANA**—For sale, 14,000 bu. grain elevator. Gasoline power, corn cribs attached, also hay and barn 60x80 ft. equipped for handling loose and baled hay. Located at New Haven, Ind. Place in first class condition and doing a nice business. Will sell to a reliable party on a basis of \$1,000 cash, balance \$50 per month. This place can be made to pay for itself and a handsome profit beside. Address The Raymond P. Lipe Co., Toledo, Ohio.

**CENTRAL IOWA.** For sale line of five elevators, also cribs, scales and warehouses at seven other stations located between elevators. No competition. Elevators will handle over 100,000 bus. a year each; warehouse stations from 25,000 to 50,000 bus. 75% of corn handled is shipped to feeders yearly. Will net 25% on money. Will sell two-thirds of the business or all; good reasons for selling; terms cash. Address L. O. R. Box 4, Grain Dealers Journal, Chicago, Ill.

**CENTRAL ILLINOIS** grain and coal business for sale. Good 25,000 bu. elevator located on private ground; equipment complete and modern; 22 h. p. gasoline power; everything first class shape; handle from 175,000 to 200,000 bu. yearly; margins and competition strictly O. K.; plant pays for itself every two years. Price \$9,500, part cash; fine coal business pays running expenses of elevator; elegant location in town of 2,000 pop.; this town makes an ideal home. Retiring from business reason for selling. Invite close investigation. This is your bargain if you are quick. Address K., Box 3, Grain Dealers Journal, Chicago, Ill.



## ELEVATORS FOR SALE.

**\$2,500 BUYS ELEVATOR** and all side lines on Can. R. R. Address Box 105, Wal-ton, Ind.

**NORTHERN ILLINOIS**—For sale eleva-tor favorably located on St. Paul Rd. Ap-ply to Jno. F. Wright, 712 Royal Insurance Bldg., Chicago, Ill.

**CENTRAL ILLINOIS**—For sale 35 M. capacity elevator on I. C. Ry. All modern machinery. Handled 300 M. past year; coal business pays running expenses. Price \$13,000. Address H. T. X., Box 3, Grain Dealers Journal, Chicago, Ill.

**KANSAS ELEVATOR** for sale or trade for unincumbered land. Handle coal, feed and hay in addition to 200 cars grain an-nually. Clean town of 1,000 pop. on Santa Fe. Price \$5,000, easy terms. Snap if tak-en at once. Address O. N. D., Box 3, Grain Dealers Journal, Chicago, Ill.

**INDIANA.** 2 elevators in northwestern Ind. for sale. One has a capacity of 80,000 bu., and the other 18,000 bu. Best of ship-ping facilities; in good grain section; coal and hay business in connection; handle 500,000 bus. of grain at both stations an-nually. Reason for selling, wish to retire. For further particulars address T. A. H., Box 2, Grain Dealers Journal, Chicago, Ill.

**WISCONSIN.** For sale cheap in good hay shipping locality, two choice dock lots, both rail and water facilities. One lot has large warehouse 36x60, 18 high, 10 ft. base-ment. The adjoining lot has office and dwelling for two families. Also 5,000 lb. Cory 5 tumbler safe with 5 tumbler money chest. Scale, trucks and grain box 100 bu. Price, \$3,400. Address Edwin Boettger, Washington & 18th St., Manitowoc, Wis.

**OHIO.** For sale 30,000 bu. capacity cribbed elevator, also coal sheds, cement house; steam power and all up to date ma-chinery; located in small town, surrounded by some of the best farming lands in the state; good retail trade; sell flour, feed, salt, coal and cement; handle as much or more grain as any elevator of its size; no competition; reasonable price for quick sale. Full particulars upon application. Ad-dress E. L. I., Box 2, Grain Dealers Jour-nal, Chicago, Ill.

## ELEVATORS WANTED.

**FOR TRADE**—Good ¼ sec. improved Iowa land or ½ sec. wild S. D. land for grain elevator. Iowa or southern Minn. preferred. Address I. J. C., Box 4, Grain Dealers Journal, Chicago, Ill.

**FIRST CLASS OKLA. OR KANSAS** ele-vator wanted that will handle not less than 100,000 bu. annually. Address Ele-vator, Box 3, Grain Dealers Journal, Chi-cago, Ill.

**WANT TO BUY** one or two elevators in Ohio, Ind. or Ill. Give full description, kind of elevators, power, total bushels shipped per year, where located, price, etc., in reply. Address Lock Box 54, Deshler, Ohio.

**ELEVATOR WANTED IN EXCHANGE** for \$3,000 equity in half section N. D. land; partly broke, all tillable. Have some cash, if necessary, but unless you have an A1 proposition, don't answer. Price must be right. Address Exchange, Box 2, Grain Dealers Journal, Chicago.

**WANTED ELEVATOR** in good grain ter-ritory, preferably No. Dak., in exchange for a very desirable tract of Minn. sum-mer resort property. Well located. Sev-enty beach lots and acreage adjoining. Address E. L. M., Box 4, Grain Dealers Journal, Chicago, Ill.

**GOOD STOCK AND GRAIN FARM** in S. E. Kans., no waste land, all black loam soil, spring water in pasture, to trade for elevator or mill and elevator combined in good location where there is a good feed and coal trade. Address owner, Box 47, Gessie, Ind.

## ELEVATOR BROKERS.

**IF YOU WANT TO BUY or trade for a good mill or elevator** address N. I. L., Box 2, Grain Dealers Journal, Chicago, Ill.

**J. D. CHANCELLOR**, Fowler, Ind. I have a fine line of elevators for sale in Benton Co., Ind., at prices from \$8,000 up to \$40,000 and every one a money maker. Let me hear from you.

**JOHN A. RICE**, Frankfort, Ind. Exclu-sive elevator broker. Commissions only. Always have the very best offered, all prices, over 600 listed. Reliable and profit-able service to both sellers and buyers without exception.

## BUSINESS OPPORTUNITIES.

**IOWA.** For sale, first-class grain, coal and implement business. Cash only. Ad-dress C. C. I., Box 11, Grain Dealers Jour-nal, Chicago, Ill.

**IF YOU WANT TO BUY** an elevator make it known to the grain elevator men of the country by advertising in the "Elevators Wanted" column of the Grain Deal-ers Journal, Chicago, Ill.

**WANTED BUSINESS** showing profit of \$4,000 per year or better. Lumber preferred; might use both lumber and grain. Address Profit, Box 4, Grain Dealers Jour-nal, Chicago, Ill.

**CASH FOR YOUR BUSINESS** or real estate. I bring buyer and seller together. No matter where located, if you want to buy, sell or exchange any kind of business or property anywhere, address Frank P. Cleveland, 5951 Adams Express Building, Chicago, Ill.

**WANTED**—Party with from \$5,000 to \$10,000 with milling experience to join me in erecting a grist, meal and corn mill in one of the principal southern seaport cities. Over 30,000,000 lbs. corn goods shipped into this city during 1910. Unexcelled water facilities and rates and with the opening of the Panama Canal will be one of the largest markets in the south. Address Op-portunity, Box 4, Grain Dealers Journal, Chicago, Ill.

**ARKANSAS**—For sale, a 350 bbl. corn-meal mill manufacturing high grade corn goods, mixing plant and grain business in large capitol city of the south and doing a lucrative city and shipping business; cleared over \$9,000 last season; no other mill within 50 miles; \$10,000 will swing the deal, part time, part cash. This is a chance of a life time for a grain man who desires to step into an established business and make good money from the start. Plant running now. Owner wishes to go west on account of health. Write to B. C., Box 3, Grain Dealers Journal, Chicago, Ill.

## MILLS FOR SALE.

**CENTRAL INDIANA.** High grade flour-ing mill property for sale. Near the cap-ital of the state. Write P. O. Box 77, An-derson, Ind.

## MILLS WANTED.

**WANTED**—WATER POWER MILL. Ad-dress Box 52, Independence, Iowa.

**FLOUR MILL WANTED.** A splendid site, good foundation already laid, brick boiler room, good boiler and artesian well, 130,000 bu. steel storage, finest wheat sec-tion in state, thriving little town on Frisco R. R., splendid local sentiment. Want party or parties with capital to rebuild mill recently burned, of 150 bbl. capacity. Information for the asking. Address Box 17, Prosper, Tex.

## FLOUR FOR SALE.

**MIXED CARS** of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

## GRAIN WANTED.

**SALVAGE GRAIN.** We buy grain salv-age in any quantity, wet or dry. Ameri-can Cattle & Poultry Food Co., Bingham-ton, N. Y.

**NEW WHEAT AND OATS** of every de-scription wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Phila., Pa.

## HAY WANTED.

**HAY & STRAW WANTED**—Correspond with us. W. J. Armstrong Co., Milwaukee, Wis.

**HAY & STRAW WANTED**—Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

## MEAL FOR SALE.

**OWL BRAND COTTON SEED MEAL** for sale. 41-43 per cent protein guaranteed. Standard for 35 years. Write for our book-let, "Science of Feeding." F. W. Brode & Co., Dept. C, Memphis, Tenn.

## HELP WANTED.

**WANTED ELEVATOR MAN** experi-enced in gasoline engines and capable of taking care of machinery and not afraid of work; no boozers need apply; steady job to right man. Address Box 57, Tallula, Illinois.

**EXPERIENCED HELP**, such as man-agers for country stations, foremen, audi-tors and employees need in the grain busi-ness are readily secured thru an ad in the "Help Wanted" column of the Grain Deal-ers Journal, Chicago.

**WANTED MAN** with some capital to manage office in good grain company. Good salary. Must furnish best of reference. Address T. H., Box 4, Grain Dealers Jour-nal, Chicago, Ill.

**WANTED**—An experienced grain man who can invest \$2,000 to \$2,500 in a coun-try grain business to take an interest and act as manager of a country elevator. Ad-dress E. S., Box 4, Grain Dealers Journal, Chicago, Ill.

**WANTED** a young man of good habits and good references, married and some ex-perience in the grain business to take charge of elevator and feed business in a country town. Dwelling house furnished. Good chance of promotion. Address Ex-perience Box 4, Grain Dealers Journal, Chicago, Ill.

**WANTED** grain elevator superintendent, not over 35 years; energetic, resourceful, capable of managing and getting results with a minimum number and expense. Ca-pacity of house 250,000 bu., daily move-ment 15 to 20 cars; also have large retail business in grain, mill feed, hay, etc. State age, salary received and desired, also ref-erences. Superintendent will have full charge and be responsible for results. Ad-dress Supt., Box 4, Grain Dealers Journal, Chicago, Ill.

## PARTNERS WANTED.

**PARTNER** with \$4,000 wanted in estab-lished grain brokerage business. Address Partner, Box 4, Grain Dealers Journal, Chicago, Ill.

**WANTED**—PARTNER to take active in-terest, including salaried position, in well established, good paying wholesale grain and hay business in a southern terminal market. Business paying 50% on present investment, but need more capital to work up best results. Prefer man familiar with one or more branches of the trade and whose services and money are immediately available. \$7,500 required. Address Active, Box 4, Grain Dealers Journal, Chicago, Ill.



**SITUATIONS WANTED.**

**EXPERIENCED BOOKKEEPER** wants position, grain, coal, lumber or general merchandise. Married. J. S. Johnson, Effingham, Ill.

**WANTED POSITION.** Have had many years experience as manager of elevator. Can give good references. Address J. J., Box 2, Grain Dealers Journal, Chicago, Ill.

**WANTED—POSITION AS MANAGER** of a country elevator. Experienced and capable. Best of references. Address E. T., Box 3, Grain Dealers Journal, Chicago, Ill.

**WANTED POSITION AS MANAGER** of a country elevator. Two years experience, now employed, good references. Address Reference, Box 4, Grain Dealers Journal, Chicago, Ill.

**WANTED POSITION** by young man 33 years old. Have had 11 yrs. experience in grain commission business and 6 yrs. in railroad office work. Have initiative and executive ability and capable of managing any large business. At present employed as manager of branch commission house in the west. Only first class opening considered. Address Fields, Box 3, Grain Dealers Journal, Chicago, Ill.

**SITUATIONS WANTED.**

**POSITION WANTED AS MANAGER** or assistant manager of small line of elevators. Ten years experience. Address Line, Box 2, Grain Dealers Journal, Chicago, Ill.

**SITUATION WANTED** by experienced traveling solicitor with grain firm. Address J. W. R., Box 4, Grain Dealers Journal, Chicago, Ill.

**YOUNG MAN WANTS POSITION** in grain business. Experienced with gasoline engine and elevator machinery. References; prefer Kansas. Address V. A. L., Box 4, Grain Dealers Journal, Chicago.

**WANTED—POSITION AS MANAGER** of country elevator or grain and lumber combined. Seven yrs. experience in grain and two yrs. of this time handled lumber in connection. References furnished. Address Sam, Box 3, Grain Dealers Journal, Chicago, Ill.

**WANT POSITION** with good grain firm in St. Louis, Chicago or Kansas City. Have had seven years experience and want to learn more about the business. Am acquainted in southern Kans. and northern Okla. with the grain trade. Address K. R. E., Box 1, Grain Dealers Journal, Chicago, Ill.

**SITUATIONS WANTED.**

**WANTED — POSITION IN ELEVATOR.** Experienced, references. Address George, Box 3, Grain Dealers Journal, Chicago.

**MANAGER OF COUNTRY ELEVATOR** wants position. Experienced and capable; married, and can give references. Address E. L. Reed, Hallsville, Ill.

**FIRST-CLASS GRAIN MAN** wants position. Experienced and capable, married and can give references. 25 yrs. experience in Central Ill. Address P. E. Myrick, Gen. Del., Rogers, Ark.

**WANT A JOB** as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situations Wanted" column of the Grain Dealers Journal.

**WANTED POSITION AS MANAGER** or grain buyer. Have had experience both in the wholesale and retail of grain seed, flour, feed and coal. Am at present employed but wish position where there is chance for advancement. Reference given. Address Buyer, Box 1, Grain Dealers Journal, Chicago, Ill.

**SEEDS FOR SALE—WANTED****SEEDS FOR SALE.**

**SEED OATS FOR SALE**—Northern white oats, testing 34 to 35 pounds. Write for sample and price, carlots, bulk. Paul Kuhn & Company, Terre Haute, Ind.

**SEED CORN.** Johnson Co. white, Johnson Co. yellow and Reid's yellow dent. Germination guaranteed. B. F. Cole, Trafalger, Ind.

**FOR SALE—SEED.** Pure medium, mammoth and alsike seed. Write for samples and prices. Nathan & Levy, Ft. Wayne, Ind.

**SEEDS FOR SALE.** Clover, timothy, millet, Hungarian, red top and other field seeds. Write for prices. Illinois Seed Co., Chicago, Ill.

**CLOVER SEED FOR SALE**—Send for sample. I sell direct to the farmers all over the U. S. If you want some strictly pure re-cleaned clover seed, write J. F. Ochsner, Nauvoo, Ill.

**SEEDS FOR SALE.**

**KHERSON SEED OATS** for sale in car lots. Address S. White, Orient, Iowa.

**50,000 POUNDS NICE BROOM CORN** seed for sale. Early Grain Co., Amarillo, Texas.

**FOR SALE GERMAN MILLET** our specialty and we are now ready for business on the new crop. Correspondence solicited. D. H. Clark, Galt, Mo.

**FIELD SEEDS.**

**GRAIN AND HAY** bought and sold. Nashville Seed Co., Nashville, Tenn.

**ALFALFA SEED**, grown in Artesian Valley for sale. Also cane, millet and kaffir corn. Write for prices. Meade Grain & Seed Co., Meade, Kans.

**SEED CORN.** Pure bred Reid's yellow dent, improved leaming, ninety days seed. Discount to dealers. Sold on approval. Samples free. J. G. Huls, Rantoul, Ill.

**SEEDS FOR SALE.**

**CLOVER SEED**, pure re-cleaned. Get sample and price. J. F. Oschner, Nauvoo, Ill.

**FOR SALE** medium red clover seed testing from 96 to 99 per cent purity. The Hayes-Hemmings Co., New London, Ia.

**ALFALFA**—Buy it direct from the producing section. Ask for samples and prices. The Nebraska Seed Company, Omaha, Nebr.

**NEW MADRID SEED CORN** for sale in car lots. Both white and yellow. Specially selected and put up in even weight branded bags. Jasper, Newsum & Co., New Madrid, Mo.

**SEED CORN PURE BRED** grown by us on our own land right in the heart of the corn belt. All corn of choice quality, Reid's yellow dent, improved leaming, Johnson County white dent, improved silvermine, pride of the north and bloody butcher. Can furnish in large or small lots. Write for the free corn book giving full particulars, prices, etc. McGreer Bros., Coburg, Iowa.

**THE TOLEDO FIELD SEED CO.  
CLOVER AND TIMOTHY SEED**

Consignments solicited. Send us your samples "Ask for samples of Medium Clover Seed."

**TOLEDO, OHIO**

**Red Clover, Timothy, Alsike,  
Mixed Alsike and Timothy.**

**BUY OR SELL.** Send samples stating quantity

**THE ADAMS SEED CO.**

**Decorah, Iowa**

**G. S. MANN**

**SEED BROKER**

715 Postal Telegraph Bldg., Chicago, Ill.

**RFD CLOVER  
ALFALFA  
TIMOTHY**

Have buyers for several cars fancy grades. Mail 2-oz. samples with firm offer.

**CLOVERS CLIMAX SUPERFINE BRAND GRASSES**

**W. H. Small and Company**

**SEEDSMEN**

Also RECEIVERS and SHIPPERS OF GRAIN and HAY  
EVANSVILLE, INDIANA

**CLOVERS**



**GRASSES**

**SUPERIOR NORTH GROWN SEEDS**

Dakota Grown Turkistan Alfalfa, Pure hardy, highest germinating capacity. Grasses, clovers, seed corn, oats, American and Canadian. Farm and garden seeds. Growers and dealers. Catalog free.

**O. S. JONES SEED CO. Sioux Falls, S. D.**

**OKLAHOMA GROWN SEED CORN**

Specially Selected and Distributed by

**J. E. FARRINGTON SEED HOUSE**

**Chickasha, Oklahoma**

**Have 10,000 Bu. CHICKEN FEED WHEAT on hand**

Wire or Write for Samples and Prices

**HUHN ELEVATOR COMPANY**

Chamber of Commerce, MINNEAPOLIS, MINN.



# SEEDS FOR SALE—WANTED

## SEEDS FOR SALE.

**A FEW CARS** each of choice mountain grown alfalfa and red clover. Vogeler Seed & Produce Co., Salt Lake City, Utah.

**COW PEAS.** Write us for prices on Whippoorwills in car lots or less. We can save you money. Pittman & Harrison Co., Sherman, Tex.

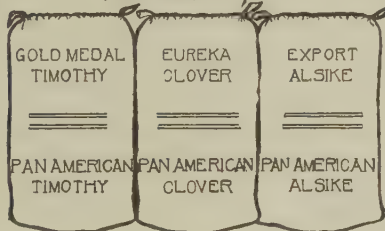
**MAMMOTH, MEDIUM AND ALSYKE** seed for sale. Write for samples and prices. The Elmira Elevator Co., Elmira, Ohio.

**FOR SALE**—Kentucky grown orchard grass and Kentucky fancy blue grass, fancy and unhulled red top, car lots or less. Louisville Seed Co., Louisville, Ky.

**CAR LOTS OF MINN. NO. 169** bluestem seed wheat for sale. The kind that produced 30 to 35 bu. per acre last season. Also seed oats, barley and flax. Samples on application. St. John Grain Co., Heron Lake, Minn.

**SEED CORN.** Robert's improved Reids yellow dent. You have heard of this high yielding prize winner before—the highest yielding yellow corn in the world's class of 1909; write for free book explaining how it is raised giving full particulars, prices, etc. Other varieties also. E. D. Roberts, Route No. 1, Red Oak, Iowa.

**Whitney-Eckstein Seed Co.**  
Buffalo, N. Y.



Timothy, Red Clover, Alsike, Alfalfa, White Clover, Crimson Clover, Canada Bluegrass, Redtop, Millets, Lawn Seed, Orchard Grass, Seed Grains, Peas, Popcorn, Etc.

**Correspondence Solicited**

**MINNEAPOLIS SEED CO.**  
Minneapolis, Minn.



**SEEDS**

Comply with all State Laws

## SEEDS FOR SALE.

**MEDIUM, MAMMOTH and alsike clover** seed for sale. For samples and prices write Walter G. Trumpler, Tiffin, Ohio.

**SEED BARLEY.** Write us for samples and price of the best seed barley in the country. Raised on the bluffs of the upper Mississippi. Also clover and alsike. R. E. Jones Co., Wabasha, Minn.

**FANCY OAK RIDGE SEED BARLEY** for sale. No better barley was ever raised. Extra clean and heavy, strong in vitality and germination. Now is the time to make arrangements for one or more carloads. Samples and prices on application. Western Elevator Co., Winona, Minn.

**CHOICE HOME GROWN CLOVER,** medium or mammoth, alsike and timothy. Raised in the best seed territory in the United States. In quantities from one bag to car loads. Samples and prices on request. Ask us about seed oats. The Sneath-Cunningham Co., Tiffin, Ohio.

## SEEDS

**You can Buy and Sell Seeds MORE PROFITABLY** by keeping posted on Market and Crop Conditions. One transaction may repay the cost of our service for a year.

State Seed laws are stringent and information on this subject is a feature of our Feb. 20th letter.

--WRITE TODAY--

**Seed Trade Reporting Bureau**  
Desk B. Postal Telegraph Bldg., Chicago



ALFALFA, TIMOTHY, CLOVER, ALSIKE, MILLET, HUNGARIAN, SEED & FODDER CORN, ETC.

**ROSENBERG & LIEBERMAN**  
MILWAUKEE, WIS.  
Est. 1860

## SEEDS WANTED.

**TIMOTHY, ALFALFA, CLOVER AND** seed corn. Supply samples and quotations. The M.G. Madson Seed Co., Manitowoc, Wis.

**WE ARE** large handlers of Santa Fe cane seed and millet seed. Quote us. McGregor Mlg. & Gr. Co., McGregor, Tex.

**SEEDS WANTED.** Clover, timothy, millet, Hungarian, red top and other field seeds. Write for prices. Illinois Seed Co., Chicago, Ill.

**BEARDLESS SEED BARLEY WANTED** If any to offer please send sample quoting best price and stating the quantity you have to offer. S. M. Isbell & Co., Jackson, Mich.

**SEEDS WANTED.** Field, garden and flower seeds; also low grade grain seeds, screenings and tailings for chickens. Send samples; quote prices mixed cars. E. S. Dixon & Co., Houston, Texas.

**TIMOTHY, ALFALFA, CLOVER, alsike,** seed corn, buckwheat, speltz, hullness and beardless barley, spring rye, black eye marrowfat peas, common German and Hungarian millet seed. Send samples and quote prices. S. M. Isbell & Co., Jackson, Mich.

## O-A-T-S

Originators of the Famous Gartons Regenerated Swedish Select. Largest Seed Grain Specialists in the World.

White and Black Oats, Wheat, Barley. Three points to all our Grain.

**PURITY—QUALITY—BREEDING**

Garton-Cooper Seed Co., 3515 Morgan St., Chicago

## STOCK PEAS

Whippoorwill, Clay, Black and Mixed Recleaned Stock Better than Clover for turning under

Tenn. Early Burt Oats Mam. Yellow Soy Beans

Ask for samples and prices. Come to headquarters for the best SEEDS of every description

**OTTO SCHWILL & CO. SEEDSMEN**

Established 1869 MEMPHIS, TENN.

## Seed Corn

We are exclusive agents for H. J. Goddard's "Silver King" White Dent, grown, selected and tested by Mr. Goddard, who originated this wonderful variety. Endorsed by state authorities everywhere. Try our hardy northern grown Seed Corn, Clovers, Timothy, Alsike, Mixed Alsike and Timothy, Bluegrass, Rape Seed, Garden Seeds (3c per packet), etc.

THE ADAMS SEED COMPANY

Box 9, DECORAH, IOWA

## THE ALBERT DICKINSON CO.

**Clovers Timothy Flaxseed Bromus inermis Dwarf Essex Rape Seed**  
Main Office, CHICAGO, ILL.

**SEEDS**

**Blue Grass Orchard Grass Millets, Hungarian Redtop, Seed Corn Peas, Beans, Bags, etc**  
MINNEAPOLIS, MINN

**J.G. PEPPARD** BUYS AND SELLS  
MILLET, CANE, KAFFIR, POPCORN, SEED CORN, ALFALFA, TIMOTHY, CLOVER, AND ALL KINDS OF **FIELD AND GRASS SEEDS**

1101 to 1117 West 8th, Near Santa Fe St., KANSAS CITY, MO.



# Separate the Wheat from the Oats

Under the very best of conditions, oats and barley will get into the wheat, making a mixture that is objectionable. Using all possible care, this is a condition that has to be dealt with and a separation should be made.

It is unwise to ship such mixed grains to market, as the presence of either lessens the value of both.

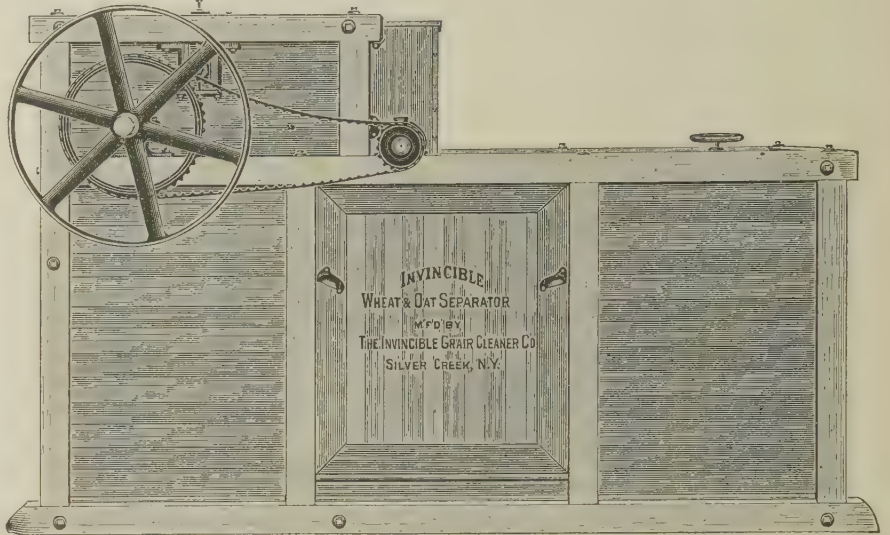
Hence, every elevator should have an

## Invincible Wheat and Oat Separator

This machine has the advantage over the receiving separator as it will not tail over the larger kernels of wheat.

It will also take the tailings from the separators containing the large wheat and separate and save the wheat. This Means a saving and a profit that has been slipping by you.

This machine is not expensive and will soon pay for itself by increasing the value of the grain shipped and saving what would otherwise be wasted.



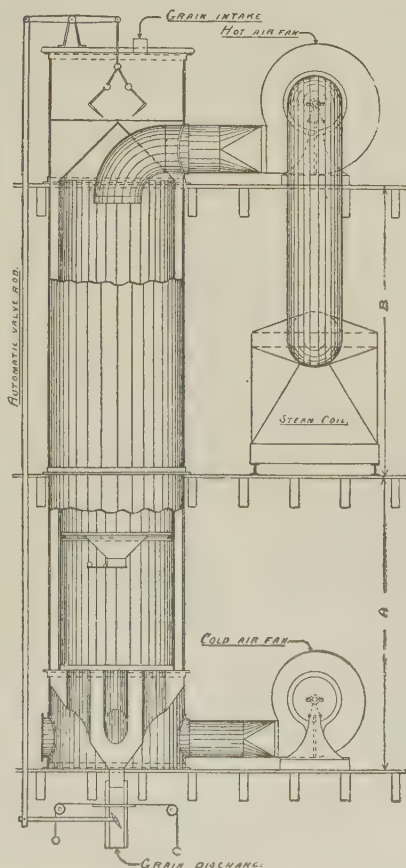
Write for prices and further particulars to

## INVINCIBLE GRAIN CLEANER CO. SILVER CREEK, N. Y.

F. H. MORLEY, Jr., 512 Traders Bldg., Chicago, Ill.  
C. L. HOGLE, 622 Board of Trade, Indianapolis, Ind.  
C. WILKINSON, 6927 Chestnut St., Philadelphia, Pa.  
CHAS. H. STERLING, Jefferson House, Toledo, Ohio.

REPRESENTED  
BY

F. J. MURPHY, 225 Exchange Bldg., Kansas City, Mo.  
F. E. KINGSBURY, Terminal Hotel, St. Louis, Mo.  
STRONG-SCOTT MFG. CO., Minneapolis, Minn.  
J. J. CROFUT & CO., 612 McKay Bldg., Portland, Ore.



## McDaniel Grain Dryer

*Will remove any percentage of moisture desired from grain, putting it in perfect condition for shipping or storage. ¶ Drying process, automatic and continuous, can be used as conditioner with cold air only. ¶ Built for any capacity desired. ¶ Absolute satisfaction guaranteed.*

### Richmond Mfg. Co.

Established 1863.

Lockport, N. Y.

J. H. PANK, Northwestern Representative, 916 Flour Exchange Bldg., Minneapolis, Minn.



## GRAIN DEALERS JOURNAL

Published on the  
10th and 25th of Each Month  
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### The Advertising

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade place your announcements in the leading Journal.

### Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., FEBRUARY 25, 1911.

OPTION BILL will die next week. Long rest to bill.

SEEN any cars leaking grain? Then why not report the particulars and help your brother shippers?

NATIONAL ASS'N'S headquarters have not yet been moved to Central territory. Anyone anything to say on the subject?

THE ELEVATOR men who are making a determined effort to stop all the expensive leaks of the business and realize a profit are not numerous but fortunately their number is rapidly increasing.

CORN is so wet in many sections of Ohio that the grain dealers, being unwilling to engage in the wet goods traffic and ship water, are refusing to handle the stuff, even tho some of the farmers are disgusted.

THE BANKS are profiting by the experience of their brother bankers who lost and refusing to advance money on Order Bs/L filled in on Straight B/L form. The Order Bs/L are printed on yellow paper and grain shippers will promote their own interests by always insisting upon having the proper form. Carelessness in this matter has proved very expensive for some.

FEDERAL INSPECTION bills now pending in Congress have little chance of passage, or even of discussion, as this Congress will terminate by limitation next Saturday. However Mr. M'Cumber has been returned to the Senate.

THE TRANSPORTATION club of Cincinnati has proposed the formation of a National Traffic Club to include all the transportation and traffic organizations in the country. What has become of the National Traffic League which was promising so much in the interest of shippers?

PETTY grain elevator regulations now proposed by the Canadian Government, will surely drive the elevator men to this side of the line if reciprocity becomes a fact. A farmer or anyone else should have the right to mix his own grain as suits his own convenience or desire.

THE CROP KILLERS' Union met at Icicle Corners, Kan., as per call published in this Journal, last number, but quickly adjourned because of the untimely death of the members of the resolution committee, who were drowned while computing the percentage of winter wheat killed by the drouth.

A BILL is now pending in the Canadian Parliament providing fine and imprisonment for those who mix grain of different grades, so no doubt it will be necessary henceforth for growers and handlers to provide a separate bin for each grade whether the grain is their own, or just entrusted to their keeping.

EXPOSURE is recognized as one of the dangerous fire hazards of the grain elevator. In some states an effort is being made to prevent the erection of elevators close together. South Dakota has a law requiring their being built at least one hundred feet apart, so that one can burn down without the destruction of another.

WEIGHERS of grain at country elevators who are disposed to complain of farmers who seek to increase weight of empty wagons by pulling the horses back against tongue, have the remedy in their own hands. By refusing to attempt to determine the tare weight until farmer ceases his pulling, he will shame the farmer into desisting.

ANTI-OPTION bills will once again be crowded into the waste basket of an expiring Congress by more urgent legislation. The country will be much better off without such petty regulations, and market prices will more nearly reflect the conditions of supply and demand, if the business of buying and selling farm products is conducted in exchange halls under practical regulations. A sudden discontinuance of trading in futures would result in rapid fluctuations of large proportions compared with which the fluctuations in the exchange halls of late years would seem infinitesimal.

EMPTY WAGONS, according to Weighmaster Goodwin of Kansas City, shud be driven onto platform of wagon scale from same direction as the loaded wagon, if the rise or fall of driveway from the scale platform is different on one side from the other. The position of the horses, as relates to the wagon, shud be the same in obtaining both gross and tare weights.

SHIPPERS who desire to prevent the leakage of their grain from cars and thus reduce the losses in transit, will find many excellent suggestions elsewhere in this number from the Chicago Board of Trade Weighing Department. It had already given shippers enough hints on cooperating cars to wipe out the shortage evil, but herein are practical pointers of surpassing value.

CANADA'S approximate visible supply of flour and wheat February 1, was 24,260,000 bushels and last week the stocks of wheat in terminal elevators and vessels was only 12,827,000 bus. Most of the last crop has been ground and eaten or exported. Not much of the 1910 crop remains to be shipped to the United States whether the duty is removed or not. So pessimists will please cheer up.

THE FIRE LOSS in the United States during 1910 aggregated \$235,000,000. Inasmuch as no fire insurance companies of importance failed during the year, the policy-holders have positive evidence that they paid the bill, and they must continue to pay the bill each year, so it is directly to the interest of every man buying fire insurance to use his best endeavors to reduce fire hazards and fire losses.

RECIPROCITY seems to be meeting with the hearty approval of grain dealers in nearly every central market, Peoria and Milwaukee excepted, and country shippers also seem favorable to the free admission of Canadian grain. No doubt the dealers along the border will have some more grain to handle, but it is doubtful if they will import enough from an average crop to materially depress American prices.

SAFEGUARDING bills of lading is one thing country shippers seem to have ignored in the past, but the time is at hand when they must give more thot and study to this matter if their own interests are to be considered. The railroads and the bankers have been striving to unite in demanding the authorization of a form which would protect their interests regardless of any other. The suggestions of Mr. Forbell published on page 213, of the Grain Dealers Journal for February 10th merit the careful consideration of every one interested in the welfare of the grain trade, and especially shippers. Read it and let us have your views.



DEALERS who keep no books have little idea as to whether they are doing business at a profit or a loss, until the season is closed, all grain shipped to and all accounts settled. If all kept close tab on what they were losing few dealers would continue to attempt to handle grain for 3% and stand all expenses as well as losses due to shrinkage and deterioration. Most country merchants charge 20 to 40% for handling either produce or merchandise.

THE FREE admission of Canadian grain will make for steadier prices in all grains for distant futures. The fear of unexpected imports will cause all bull operators to exercise more caution. A free interchange will result in broader and stronger markets on both sides of the line. The grain merchants of both countries will enjoy a greater business. The realization of this fact is evidenced by the rapid rise recently in the market value of memberships in the Minneapolis Chamber of Commerce.

AT A RECENT meeting of the Council of Grain Exchanges, a Northwestern delegate had the temerity to protest against the commission merchant acting as banker for the country shipper. His arguments were good, and if carefully considered by the commission merchants of the Northwest, they will adopt rules forbidding commission merchants financing country grain buyers. The plan is wrong because it forces the shipper to do business under unnatural conditions. Country elevator men who need money should go to their local banker who has an opportunity to keep close tab on their business, and should be able to lend them money at a much lower rate than the commission merchant can afford to accept. The shipper would then be under obligation to no commission merchant, and could dispose of his grain where and when best suited his own interests.

A NEBRASKA co-operative company has placed its lease of elevator site in jeopardy by deciding to confine its purchases of grain and hogs to stockholders. This makes the company a private shipping ass'n and converts the ground condemned for railroad use to that of a private ass'n. Some railroads have gone so far as to decline to lease any portion of right of way unless prospective builder will agree to keep his elevator open every business day of the year for the reception of bulk grain from whomsoever might offer it for sale. The purpose of this provision in the ground lease is to insure each elevator accommodating the maximum number of grain sellers and thereby reducing the grain elevator demands for ground on right of way. The ground about many stations in the Northwest is so cluttered with elevators as to leave room for nothing else. The railroads have naturally increased their rents and multiplied their regulations in the hope of reducing the number of grain elevators to the actual needs of each station. When they have done so, the remaining grain dealers will be much better off, because there will be less overbidding for grain and the farmers will be better satisfied because of steadier prices.

SCALES, their inspection and care is clearly explained by Scale Expert Joe Schmitz in his excellent paper read before the Kansas Grain Dealers this week. Elevator men who desire to keep their scales in working order will paste his suggestions in their office and read them weekly. The lethargy of some grain dealers in regard to scale inspection proves conclusively that they do not care whether their scales weigh against them or not. If they ever find a shortage they will blame it on the carrier or the receiver.

TELEGRAPH COMPANIES cannot limit their liability for damages due to error in the transmission of telegrams by printing conditions on back of blanks providing for their release from such liability. They often bluff sufferers just as is told of in "Letters" this number, but fighters generally collect damages. The Supreme Courts of different states have held that the conditions on blanks have no force, hence grain dealers who suffer through error of telegraph company agents, should not hesitate to employ a good lawyer and press their suit for relief.

THE SHORTAGE claims of shippers are gradually awakening the Freight Traffic Managers to the fact that much railroad equipment is not suitable for transporting grain. Some of the progressive lines are conducting extensive experiments in an effort to learn what is needed in the way of grain doors and one or two are even going the extreme limit by supplying burlap for lining cars, as well as the best door obtainable for keeping grain in the car. The more persistent shippers are in demanding compensation for grain lost in transit, the more vigilant will the Freight Traffic officials be in improving their facilities for transporting all the grain entrusted to their cars by the shippers. Vigorous protests persistently waged will soon make the shortage trouble one of the smallest griefs of the grain trade. When you have a shortage charge for it, and do not permit anyone to convince you that it was due solely to "natural shrinkage."

GOVERNMENT OWNED elevators are not proving that wonderful boon to the grain growers expected, or promised by the agitators of Manitoba. Even the Chairman of the Elevator Commission has admitted heavy losses due to shrinkage of special binned grain, and other losses due to a desire to keep elevators open when no grain was moving, hoping thereby to accommodate a few grain growers. To make matters worse, a commission appointed by the Saskatchewan Legislature to investigate the working of Government owned elevators in Manitoba, reported that altho the Manitoba Government sought to secure running expenses from grain handled through its elevators, yet the 154 elevators operated brot in a revenue of less than 25% of the operating expenses. It has ever been so whenever Government attempted to engage in a business enterprise in competition with private individuals. Paternalism may sound good to the theorist, but it has never been known to work a permanent economy. It is impractical.

SHIPPERS who plug their loads expect to be docked heavily when it is discovered, but receivers should bear in mind that variation in quality of a carload does not always prove plugging. Small country elevators have so few bins, shippers are unable to classify all grain by grade, and where cars are loaded direct from wagons shipper seldom knows exactly what is placed in the car. However, careful grading in the central markets will eventually bring about more care in classifying grain at country elevators, which must be provided with more bins.

THE PLUNGER, the man who is always eager to take long chances for the opportunity of small gain generally brings much trouble to many of those with whom he does business, as well as ruin to himself. Rumor credits many of the deplorable wrecks in Oklahoma's grain trade to the plunger, and some of them are so badly crippled they will give no further trouble. If the rest of the trade will profit by the experiences of the injured and adopt more conservative methods the capital will have been well expended. No man who does much business can plunge without frequently hurting many others and those who persist in dealing with wild speculators must expect to be among the injured.

IN THE ACTIVE discussion of the many problems now pending before Congress the country has lost sight of the effort being made to regulate the issue of stock in railroad companies, in the hope that reasonable rates for transportation may be arrived at without the necessity of paying dividends on the money invested in transportation facilities, as well as on the watered stock. Many of the railroads seem to be operated solely for stock jobbing purposes and the wonder is that the managers permit any money to be diverted to maintenance or operation. To suggest improvements or extension from actual earnings, a practice common to many enterprises in this country, would be looked upon as rank disloyalty by the stockholders.

ANOTHER BUYER raises his voice in this number against the common practice in vogue at country elevators of paying the same price for all grain received. So long as this practice is general, the grain dealers, as well as the farmers, must suffer from it. Discrimination in favor of grain of good quality would insure the dealer who proves that he knows quality, larger receipts of good grain and a better price for his shipments to central markets. The farmer who makes no effort whatever to market his grain in good condition is not entitled to the top of the market. If he is given the same price as the careful, painstaking farmer who does strive to market good grain in fine condition, then he has nothing whatever to gain by taking the pains of his neighbor, and naturally will not go to the trouble to place any grain in better condition than it comes from the field. The discriminating buyer will always attract the best grain and drive the poor stuff to undiscriminating buyers.



## CONFINING BUSINESS TO EXCHANGE MEMBERS.

Shippers to central markets owe it to themselves to make sure that the receivers with whom they are doing business are members of the organized grain exchange. None can afford to take chances on transient, fly-by-night brokers. The organized exchanges are directly responsible for the systematic handling of grain in the markets, and some of them have effected great reforms in the handling of grain which not only resulted in protecting the interests of outsiders, but also facilitated and promoted the trade. Most of the exchanges have arbitration rules which serve as an assurance to outside dealers that they will be fairly dealt with.

It is much safer to do business with members of the organized exchanges, because when a member is found guilty of uncommercial conduct they are generally expelled—the fate which fell to one offending member of the New York Produce Exchange last month. The publication of the facts generally makes a continuance in the same business impossible. To confine your dealings to members of these exchanges is to encourage further reforms in trade methods, to insure these markets being made even safer for outsiders. Shippers to, and buyers from terminal markets recognize the shortcomings of the Mavericks and most of them refuse absolutely to do business with any but members of the exchanges in such markets.

## THE INCREASING VALUE OF MEMBERSHIP.

Association work is today more effective than ever before, because more men are giving their best time and that to it. It is but natural that association work should pass thru a formative period wherein the prime movers should flounder about in an effort to find its most promising field for practical work. In the early days of the associations when financial support was hard to obtain, many dealers were admitted to membership who would not now be even considered. The directors of these organizations are determined that the fair, honest dealers in the trade shall not suffer by being compelled to associate with tricksters and rascals.

An eastern buyer in a recent letter said, "It is immaterial to us whether \_\_\_\_\_ are members of the Grain Dealers Ass'n. or not, so long as they give us satisfactory grain at reasonable prices. We have found some of the biggest rogues who are members of the association."

This was possible in the early days of association work, but it is not probable today because every association of any standing has compulsory arbitration, and no association hesitates to expel a dealer who will not arbitrate a trade difference or abide by the decision of the arbitration committee. Most of the associations thoroughly appreciate that they cannot afford to uphold a member in wrong doing, and the officers are becoming more and more vigilant in guarding the good name of the organization, and the reputation of its membership. Accordingly membership in most of the trade ass'n's as in the grain exchanges, is becoming more and more desirable. It is becoming more valuable because it stands for more.

## INTERSTATE SHIPMENTS OF MIXED WHEAT UNLAWFUL.

In the case of the Federal Government against the Hall-Baker Grain Co. at Kansas City recently Judge Smith McPherson instructed the jury to bring in a verdict of guilty and it is expected that the learned judge will assess the penalty next Monday. Every grain dealer doing an interstate business will be greatly interested in the outcome of this case for all are equally guilty (?).

Ten months ago Hall-Baker sold the Walker Grain Co., of Fort Worth, Tex., a car of wheat inspected out of Kansas City as No. 2 red by Missouri state inspectors. Walker re-sold to Burrus Mill & Elevator Co. of Fort Worth, who rejected the shipment on arrival on account of hard wheat admixture, there being in fact some berries of the soft and yellow hard wheat.

On allegation that the car contained 30 per cent of hard wheat and chaff, prosecution of the shippers was instituted by U. S. Inspector J. C. Abbott, in the U. S. district court at Kansas City. P. S. Tilton, U. S. chemist at Houston, Tex., testified as to the alleged adulteration, and defendant sought to introduce in evidence the inspection certificate on which its sale was based.

If that decision stands 7% of the growers and handlers of winter wheat are equally guilty of adulteration, but only interstate shippers will be molested by the Washington pure food officials.

The Government officials seem to be densely ignorant of conditions on the farms and at country elevators. If mixed varieties cannot be shipped across a state border, then the farmers should be required to grow pure varieties. Few country elevators have sufficient bins to keep each grade and each variety by itself, and this is not necessary to the preservation of the food producing value of the wheat just as it came from the farm.

To wheat growers and handlers the contention of the Government seems silly. The wheat in dispute was inspected by Missouri officials and graded No. 2 Red. It was sold upon the state certificate of inspection, and inasmuch as the buyer had bot much wheat previously on the basis of the same inspection it is reasonable to suppose that he knew what to expect. Hence he was not defrauded. To preserve the identity of the wheat grown on each farm is absolutely impractical and even this would not always insure the marketing of pure varieties.

The grain trade of this country is of such volume as to require a natural lifetime to market a single crop if the chemist must be called upon to analyze and classify each lot of grain intended for interstate shipment. An army of Government officials will be needed to determine the purity of each lot and the cost of getting grain from the producer to the consumer will be increased tenfold. The country does not need and does not want hairsplitting regulations from Dr. Wiley and his army of chemists.

If those engaged in the interstate trade are not to be permitted to sell and ship grain which has been graded by an official inspection department how is the business to be conducted? If the decision is permitted to stand the trade must be revolutionized.

## Leaking Grain in Transit.

Grain dealers in all parts of the country can help their brother sufferers in the collection of just claims for loss of grain in transit by reporting to the Grain Dealers Journal, Chicago, for free publication, the initials, number and condition of cars which they see leaking grain in transit, or passing with broken seals or open doors. It is not expected that grain shippers will spend their time along railroad tracks watching for leaking cars, but whenever they do see a car passing in bad condition, they can with little cost help a brother shipper and encourage railroad companies to provide better cars and protection for shipments in transit.

If any of the cars reported happen to be yours, a word to us of appreciation of the service performed will, no doubt, encourage other dealers to keep a more vigilant lookout for cars in a bad condition.

Recently we have received reports on the following cars:

**Ann Arbor 135** passed thru Shepard, Mich., Feb. 17, southbound, leaking oats.—Claude H. Estee.

**C. H. & D. 10584** was at Galesville, Ill., in the evening of Feb. 17, with drawbar pulled out. Probably 200 bus. of light mixed corn leaked out, which was left on ground in rain and snow until evening of 18th. Corn was transferred to N. Y. C. & H. R. E. 66664.—Hayes Bros.

**Intercolonial 2489** was set out at Austinville, Ia., Feb. 9, on account of east drawbar having been pulled out. About 8 to 10 bus. had leaked out. I think this car was loaded at Archer, Ia.—H. Austin, W. G. A.

**I. C. 45031**, billed Chicago, passed thru Armstrong, Ill., Feb. 8, going west, leaking oats on south side of car.—C. L. Wood & Co.

**C. O. G. 49884** passed thru Navina, Okla., Feb. 7, eastbound, leaking white corn badly at draw bar. On arriving at Navina the conductor tried to patch it up while the crew was switching in yards; but the leak could not be entirely stopped as drawbar was partly pulled out.—Oscar Dow, mgr. Navina Eltr. Co.

**N. Y. C. & St. L. 25578** passed thru Laura, O., Feb. 4, east bound on P. & E. division of the Big Four, leaking wheat badly at corner of car.—A. B. Jones.

**C. M. & St. P. 22760** passed thru Genoa, Ill., Feb. 4, on a fast C. M. & St. P. freight, leaking oats in a thin but steady stream from side of car.—Jackman & Son.

## New Export Grades of Corn at Philadelphia.

The directors of the Philadelphia Commercial Exchange have adopted the following new designations of the grades of export corn, to go into effect Feb. 27, if no objections are raised:

Inspection at export elevator—Export white corn shall be sound, dry and reasonably clean. Export yellow corn shall be  $\frac{3}{4}$  yellow; sound, dry and reasonably clean. Export mixed corn shall be sound, dry and reasonably clean. Export steamer corn shall include corn of the above named grades, slightly soft or damp, but must be cool, and in the judgment of the inspector suitable for shipment by steamer. Export No. 3 corn, shall include all corn soft, damp, slightly musty, dirty, not damaged, but inferior in quality to steamer corn. Export No. 4 corn shall include all corn inferior to No. 3, but suitable for warehousing; No grade shall include all warm or damaged corn unfit for warehousing.

The inspector shall designate the color of the export grades of steamer corn, No. 3 corn, and No. 4 corn, making notation on certificates after naming grade; and store accordingly.

These changes were made, it is said, to put Philadelphia more on a parity with Baltimore in the expectation that this re-naming of export corn grades will tend to increase the foreign business.—S. R. E.



## FOR EVERY DAY.

To smile always, so you may be the sun of your own little universe; to speak kind words that the great song of gladness may sound out full; to banish evil by thinking and doing good; to be true, even in trifles; to seek contentment through honest work, and wealth through wisdom; to fight all fear with faith in God and your fellowmen; to be silent about your cares, and shout out your joys; to put some measure of heart into everything you do—all this will help you to happiness, and others, too!

## Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### RETAIN MOISTURE TEST AS 50 PER CENT FACTOR.

*Grain Dealers Journal:* I understand a movement is on foot to petition the Railroad & Warehouse Commission of Illinois to abolish the moisture test in the inspection of corn. I am highly in favor of obtaining a better method of inspection and think the present method can be greatly improved upon. I also believe the adoption of the moisture test is a step in the right direction, altho I am aware a large number of my colleagues and competitors honestly disagree with me. In the inspection of all grain, the right object is to establish a method or rules so simple, clear and concise that the country grain dealer and even the farmer can inspect his own grain according to the rules of inspection and be assured that it will inspect the same on arrival at the terminal market to which it is consigned. This is what we want and the result for which we should work to obtain. In regard to the moisture test for corn, one trouble is, that while in my opinion it is a step toward the result we want, it is in fact a little beyond our understanding, a step too far in advance to be encompassed all at one time.

However, there is nothing wrong with the moisture test as a test, but there is something wrong with the method in obtaining it at the terminal markets. In our opinion the trouble is the test is not made properly according to the instructions of the designers of the tester. The making of a moisture test on a tester should be done just as carefully as the chemist's test in the laboratory. The weighing of the corn should be exact and not a little heavy or a little light, but exactly one hundred grams, on a perfect scale for that purpose. The temperature should be raised in the correctly required time up to just 190 degrees, not 101 or 189 nor let it run up to 195; 190 degrees means exactly 190 degrees, no more or no less. The inspectors are not careful enough to observe these rules strictly as they are set down, but become careless or do not have the time to give it the proper attention.

We do not consider the moisture test should be relied upon as the sole method for the inspection of corn. Our idea would be that, the moisture test of the corn should be credited on a basis of 50% of the grade, other conditions of the

corn being credited on a basis of 50% of the grade, making 100%; an average to be taken of the results of each factor and the inspection decided from the result. For an example we will place 3 corn at 100%, 4 corn 75% and sample corn under 75%. On this basis we will place No. 2 corn at 125%, which would work out as per the following table, exclusive of bin burnt or mahogany corn; No. 2 cc'n 125% and over; No. 3 corn 100-125%; No. 4 corn 75-100%; S. G. under 75%.

|                    |                    |
|--------------------|--------------------|
| 19% moisture.. 50  | 22% moisture.. 42½ |
| 14% damaged.. 50   | 16% damaged.. 32½  |
| No. 3 corn....100  | No. 4 corn.... 75  |
| 16% moisture.. 57½ | 20% moisture.. 47½ |
| 16% damaged.. 44   | 13% damaged.. 53½  |
| No. 3 corn....101½ | No. 3 corn....101  |
| 16% moisture.. 57½ | 19% moisture.. 50  |
| 7% damaged.. 69    | 2% damaged.. 86    |
| No. 2 corn....126½ | No. 2 corn....136  |
| 17% moisture.. 55  | 15% moisture.. 60  |
| 10% damaged.. 62   | 14% damaged.. 50   |
| No. 3 corn....117  | No. 3 corn....110  |

The dividing of the moisture test and damaged grains and other conditions of the corn on an equal basis of 50% each to make the total grade may not be consistent, but this table will illustrate the idea that we think would furnish a basis on which the idea could be worked out equitably.

A car of corn which we tested at our station six or seven times, each time obtaining within 1/5 of 1% of the same result, was tested in Chicago, showing several per cent more moisture content than our test. The corn was reinspected and the grade not changed. We persisted in having a laboratory test made of the corn and finally had the grade raised.

I shall be glad to see this brought to the attention of the Railway & Warehouse Commission, but I believe it should be given careful study before the moisture test is entirely eliminated from the inspection of corn.—Geo. W. Cole, Bushnell, Ill.

### UNJUST TO PROGRESSIVE FARMERS.

*Grain Dealers Journal:* In the Feb. 10th issue of the Journal, Percy Reed said that buyers should grade farmers' grain. If all buyers would grade the farmers' grain as it is delivered, the general average grade would be greatly increased. When a progressive farmer, who produces a good quality of corn and oats and provides good cribs and granaries for protection, comes to market his grain he finds that his shiftless neighbor is delivering his corn from old rail cribs with no roof over them. Naturally, he asks the buyer what he is paying Mr. Shiftless for that open crib, damp and damaged corn. The buyer replies:

"Forty-one cents."

"Well," says Mr. Progressive. "Do you consider this a fair deal to pay him the same price for his very poor grade that you do me for my prime grade?"

To this the buyer usually replies, "I have to give him the same price or he will leave me and sell to my competitor."

Such inconsistency on the part of grain dealers will never inspire farmers with the ambition to grow a good quality of grain and to give it good protection before delivering it to the market. Grain dealers must get together in this matter and the farmer will naturally make a great effort to deliver a better grade of grain.—C. C. White, Agt. Rogers Grain Co., Graymont, Ill.

### ASCERTAIN DESTINATION BEFORE CONFIRMING SALE.

*Grain Dealers Journal:* We have time and again urged our members to insist on knowing destination of shipment before confirming sale, but, nevertheless, some of our members had experiences during the past season which are not likely to be forgotten. They sold grain on destination weights and, upon receiving returns, found that interest had been charged them from date of shipment until arrival at destination in one of the New England States, the interest equaling 1 cent per bu. Other shipments were forwarded to Texas and weighed out over wagon scales short of shipper's weight. Destination weights having been made a part of the contract, the shipper's only recourse was against the carrier, and few of the claims were paid because condition of car on arrival was not reported.

It is the shipper's right to know where his grain is to be weighed. When purchaser cannot give name of destination, it is better to accept less money and be sure of receiving official weights. When grain is unloaded at country points over wagon scales, the shipper should insist on his affidavit of weight to govern final settlement.—E. J. Smiley, Sec'y Kan. G. D. A.

### Changes in Grain Rates.

As shown by tariffs recently filed with the interstate commerce commission the carriers have made the following changes in rates:

ICC 6772 issued by B. & O. S. W. giving rules governing allowances or elevation of grain at all B. & O. S. W. stations goes into effect Mar. 5.

The Can. Pac. in Sup 4 to ICC E831 gives rates on corn from Detroit, Mich., ex elevators and rail connections to Can. Pac. stations and connections in effect Feb. 6.

L. S. & M. S. gives rates on grain and products from L. S. & M. S. stations and connections to eastern basing points and Can., Va. and W. Va. points in Sup 11 to ICC A2503; Mar. 1.

The C. R. I. & P. gives rates on grain and grain products from C. R. I. & P. stations in Ill. and Ia. to eastern, interior eastern and Can. points in Sup 5 to ICC C8911; effective Mar. 5.

Rates are given by the B. & O., ICC 9845 governing grain and grain products from Chicago and South Chicago, Ill., and Whiting and Indiana Harbor, Ind., to C. F. A. points; effective Mar. 1.

Rates issued in Sup 49 to ICC 1485 governing grain and grain products, flax and millet seed between Chicago, Peoria, Ill., Milwaukee, Wis., on common points and Minn. and St. L. stations and connections will go into effect Feb. 27.

Rates on grain and products from Kan. and Neb. points to Brookport, Cairo, Ill., Evansville, Ind., New Orleans, La., Paducah, Ky., and other points taking same rates have been issued by the C. B. & Q. in Sup 11 to ICC 9555 to take effect Mar. 1.

Sup 55 to ICC C7692 issued by the C. R. I. & P. gives rates governing grain and grain products between St. Louis, East St. Louis, Alton, Quincy, Ill., Hannibal, Mo., and C. R. I. & P. stations in Ill., Ia., Neb., Minn., Mo. and S. D., also Armourdale, Atchison and Leavenworth, Kan., Mar. 3.



"Now is there, is there, a more welcome sight on the footstool than the man who does his work well, and does it well because he likes to do it well, because he is proud to do it well, because it is right that he should do it well? No there is not."—Henry B. Fuller.

## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### MERITS OF CONCRETE FOR ELEVATORS.

*Grain Dealers Journal:* I would like to learn thru the Journal what are the relative advantages and disadvantages of cement concrete construction for grain elevators, compared with the use of other materials.—Andrew Ringlein, Leipsic, O.

### WHEN WILL RECIPROCITY COMPACT BE EFFECTIVE?

*Grain Dealers Journal:* When will the proposed reciprocity arrangement between Canada and the United States go into effect?—Iowa Shipper.

*Ans.:* After having been passed by the Dominion Parliament and the United States Congress it will become effective at a date set by President Taft in a proclamation. The United States part of the agreement is embodied in the McCall bill, which already has passed the House and is now in the Senate.

### IS TELEGRAF COMPANY LIABLE?

*Grain Dealers Journal:* We would like to learn from other dealers thru "Asked & Answered" column whether the telegraf company is legally liable in Illinois for an error regardless of the printed terms on the telegraf blank.

We wired an order to our agent at Chicago to sell 10,000 bus. of grain at the market. The receiver at Chicago got one word wrong, and by the time our commission man could get a correction the market had declined materially and our loss was increased accordingly. Is the telegraf company liable for the damages?—J. D. Rothgeb & Co., Wellington, Ill.

### FREIGHT RATES INACCURATE.

*Grain Dealers Journal:* We have had trouble in getting accurate quotations on freight rates. We shipped on rates quoted us by the Division Fr't Ag't, but, on checking up the freight bills, find that we were charged a higher rate than that quoted us.

When we took the matter up with the Div. Fr't Ag't they admitted the error but claim that the Interstate Commerce Commission will not allow them to correct the error. Consequently, we lose the difference in freight. Such methods we do not consider fair to the shipper. Is there any way by which this extortion on the part of the railroads can be corrected?—H. B. Low & Son, Orangeville, Pa.

*Ans.:* Quotations of rates by freight agents are worthless, as the only rates governing are those filed in tariffs. If

quoted rate is higher than schedule the shipper can recover the difference; if lower he must pay the tariff rate on demand.

### HAS BUYER RECOURSE AGAINST SELLER?

*Grain Dealers Journal:* If a shipper sells wheat on track at his elevator to a miller who ships it to a point some 300 miles away to another miller to whom he has it sold, is the shipper liable in damages to the miller if he can prove he loaded good wheat?

The wheat was unloaded and most of it ground by the mill together with other wheat mixed with it, of quality unknown to the shipper. Does the unloading and grinding of the wheat constitute an acceptance and relieve the shipper of responsibility? The millers allege the wheat was musty. Will brother dealers please state their opinion on shipper's liability in the Journal?—Samuel Franks, Millersburg.

### TRACK BUYER ENTITLED TO ACTUAL DISCOUNT ONLY.

*Grain Dealers Journal:* In reply to the question by J. R. Stafford in a late number of the Journal with regard to right of interior track buyer to discount off grade grain more than he is discounted on the same grain at destination I would say decidedly he has not.

When a shipper discovers that cars sold to a track buyer had been resold by him at  $\frac{1}{2}$  to  $\frac{5}{8}$  less discount than reported to shipper the latter is entitled to a settlement on the basis of actual discount.

Not only should such interior track buyer be obliged to disgorge, but he should be prosecuted for embezzlement, as he is to all intents and purposes an embezzler.—A. E. Reynolds of Crabbs Reynolds Taylor Co., Crawfordsville, Ind.

### HOW TO RECOVER LOSS IN TRANSIT.

*Grain Dealers Journal:* In the last four years our shortages on grain in transit have amounted to hundreds of dollars, which we can't collect. If a leak is marked on weigh-master's certificate we can collect; but if no notation is on the certificate we can not collect no matter what the amount may be. We are using a Sonander Scale and can weigh out a car load of grain almost to the pound. We recently shipped a car that was short about 30 bushels. We know our weights were right. We sent our claim in and it was returned with the statement that no leaks were on the car when it arrived and the seals were on intact. What can be done in cases of this kind?—C. G. L., Lindquist Bros., Diamond, S. D.

Consider the Journal O. K.—J. P. Spilman, agt. Amenla Eltr. Co., French sta., Fergus Falls p. o., Minn.

A resolution favoring an investigation as to the failure of the Department of Justice to prosecute those conspiring to control the price of wheat and controlling the cotton market has been introduced in congress by Representative Craig of Alabama.

W. E. Sheldon of Jackson, Mich., and Smith Bros. & Velte Co., of Grass Lake, Mich., are members of the Grain Dealers Nat'l Ass'n, tho unaccountably omitted from the sec'y's printed list. A circular correcting the error has been mailed by Mr. Courcier.

### Death of Emerson P. Knight.

Emerson Paine Knight, New England manager for the Cleveland Grain Co., died of heart disease while seated at his desk in the Chamber of Commerce, Boston, Feb. 10.

Mr. Knight was 74 years of age and passed his boyhood at West Boylston, Mass. He became postmaster at West Needham; and 50 years ago when President Lincoln called for volunteers he was attached to the quartermaster's department and later was in charge of the refugees' home at Camp Nelson, Ky.

After the war he returned to Worcester and engaged in the grain business as a member of the firm Maynard, Knight & Co., in 1882, and in the same year removed to La Fayette, Ind., and established the firm of Bartlett, Knight & Co., operating a line of country elevators. He returned to Massachusetts in 1897 to conduct the Boston office of the Cleveland Grain Co. As a member of the Boston Chamber of Commerce he took a keen interest in its affairs. He found recreation in musical affairs, having been a director of the Handel and Haydn society and one of the oldest tenors in the chorus. He was highly esteemed by a host of friends and acquaintances. Surviving him are two sons, Frank and Harry, two daughters and his wife. A portrait of Mr. Knight is reproduced in the engraving herewith.

Directors of the Quaker Oats Co. placed its common stock on a 10 per cent dividend basis, Feb. 7, by declaring a quarterly dividend of  $2\frac{1}{2}$  per cent instead of the usual declaration of 2% "regular" and  $\frac{1}{2}$  of 1% "extra," a change in form only, not in amount.

The drought in and north of Iowa deprived Chicago and the Northwest last harvest of its ordinary supply of hay in the West, and started buyers everywhere about five cents per hundred top in values. From month to month bulges have been predicted, but a steady to firmer market took the offerings with only slight periodical advances. Winter is nearly over and there is still enough to go round, with slightly more pressure on clover and shipping hay.—H. G. Morgan.



E. P. Knight, Boston, Mass., Deceased.



## CONCRETE ELEVATOR AT TEXAS CITY, TEXAS.

Texas City, Texas, is a new port on Galveston Bay, six miles across the bay from Galveston, that promises to swell the business of Galveston. It is considered and operated as a part of that port. It has direct connection with all Galveston lines over the tracks of the Texas City Terminal Company and by rail is 13 miles nearer to ocean steamships. The promoters of the docks and freight-handling facilities are also interested in several lines of ocean-going steamships and make Texas City a clearing house for freight to interior points and for Central American points. The fact that they are building many new large fireproof freight warehouses shows that they have every confidence in the future growth of the carrying trade in and out of this port.

Recognizing that no port would be complete without a modern fireproof elevator, the Texas City Transportation Co. contracted with James Stewart & Co. for the all concrete grain storage and cleaning plant which is illustrated herewith. The plant has direct rail connection with all Galveston lines.

The foundation is formed of 35-ft. piling driven through clay into sand, cut off to water level, capped with a concrete mattress, upon which rests the foundation pier.

The working house consists of a working story with 23 ft. ceiling, eight circular bins with 9 interstices, extending up 56 ft. and a cupola of five stories. The cupola like the rest of the working house is all concrete. In fact, the only other material used in the building is the steel hoppers, steel leg casings and steel spouts.

The first two stories of cupola are used for distributing spouts, the ceiling of the first being 18 ft. 6 in. The second distributing story, which has a 13 ft. 6 in. ceiling, contains 3 swivel spouts, two from the scale hoppers, one from head of the cleaning leg by which grain may be spouted direct to any of workhouse bins, to dryer, to car loading spout, to belt conveyors running out over storage bins and to the wharf conveyors. In this story also is a 50 h. p. motor for operating the belt conveyors over storage bins and the cleaner leg.

In the scale story are two 1600 bushel scales with steel hoppers, and the head pulley of the cleaning leg. The garners are constructed of concrete sides and 9 steel hopped openings in bottom so as to permit of the quick and even loading of the scale hoppers below. The garner story also contains a 10 h. p. electric motor for operating passenger elevators. In the top floor are the head pulleys of the receiving and shipping legs.

The receiving facilities of the plant are excellent for a house having so small a storage capacity, but this is designed to meet the needs of an unusual or unexpected movement of grain from the house to boats. Through the concrete track shed run three tracks, beneath each of which is a steel receiving sink of carload capacity. Beneath these sinks, is a 36-inch belt conveyor. The flow of grain from the sinks to the conveyor is controlled by interlocking valves so as to prevent grain being dropped to the conveyor belt from more than one pit at a time. This conveyor delivers the grain to boot of receiving leg, which has an elevating capacity of 10,000 bus. per hour. This leg is operated by a 50 h. p. electric motor located on machinery floor of cupola.

The large shipping leg in the middle of the house has an elevating capacity of 18,000 bus. per hour. Grain can be spouted direct to its boat from any bin in the working house. It is operated by a 75 h. p. electric motor, which is located beside its head pulley.

One of the bins in the workhouse is occupied by a spiral stairway, a modern electric passenger elevator, a ticket ele-

vator, spout of dust collector system, carrying dust from sweep-ups in cupola to dust collector below.

The machinery of the working story and the basement is operated by a 50 h. p. electric motor in the working story, the power from which is transmitted to two No. 8 Invincible Warehouse Separators on the first floor, a 5 ft. Invincible Aspirator in the basement and to the con-



Traveling Conveyor Bridge of Texas City, Tex. Eltr.



500,000 Bus. Concrete Elevator With Concrete Track Shed and Hess Drier House at Texas City, Tex.



veyor belts under storage bins and pits by line shafting and rope transmission. Grain is spouted to a No. 6 Hess Dryer which is incased in a fireproof house just outside the elevator, and returned to the basement by means of a 12-inch screw conveyor, which delivers the grain to the boot of the cleaner leg. A 20 h. p. motor in the dryer house operates two fans of large dimensions. Grain is taken from the distributing floor of workhouse by means of two 36-inch belt conveyors which deliver grain by means of self-propelling trippers to the 12 storage bins to the 5 interstices, or to a spout directing the grain to wharf conveyor 60 feet below.

The conveyor gallery through which the grain is carried from this spout to the traveling conveyor bridge is 1390 ft. long and has but two right angle changes of direction.

A new feature in handling grain from conveyor gallery to boats is the traveling conveyor bridge, 52 ft. long and 47 ft. high which is illustrated herewith. This conveyor bridge travels along between the conveyor gallery and the slip for a distance of 1100 ft. and carries grain from the gallery over tracks and docks to any hold of any vessel lying in the slip, so that it can be used to load each hold of every vessel in the slip, without any vessel be-

ing moved an inch. This flexibility of grain loading facilities is quite new to ocean ports. This traveling conveyor bridge is operated by a man stationed in the top, who not only controls the cross conveyor, which is operated by a 25 h. p. electric motor, but who also controls the movement of the bridge up and down the dock at the rate of 100 ft. per minute, by another 25 h. p. electric motor located in the bridge. Current is received by a trolley system. The plant is equipped with a dust collecting system installed by the Cyclone Blow Pipe Co., an intercommunicating system of telephones, electric light signals and gongs and lighted throughout by incandescent and arc lights. The elevating, conveying and power transmitting machinery was furnished by Weller Mfg Co.

## Prize-Winners At National Corn Show.

Winners of the grand champion sweepstakes at the National Corn Exposition at Columbus, O., which closed Feb. 11 were Ten ears corn, any color—Roy D. Clore, Franklin, Ind. Single ear corn, any color—R. A. James, Charleston, Ill. Peck wheat, any variety—A. D. Van Sickle, Warren, Minn. Peck oats, any variety—J. C. Hill & Sons, Lloydminster, Sask., Canada. Peck barley—W. D. Stelk, Phillips, Neb. Peck six-rowed barley and peck Oderbrucker barley—H. E. Kreuger, Beaver Dam, Wis.

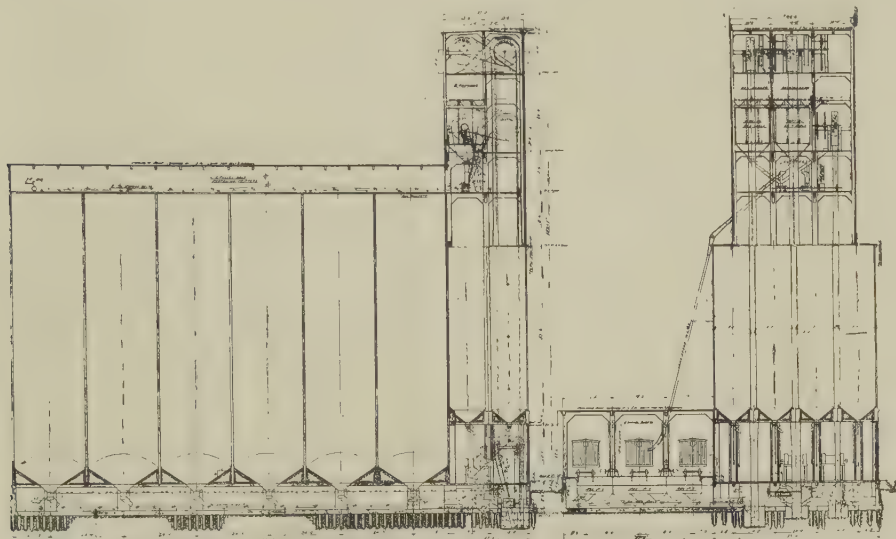
The national sweepstakes were captured by the following: Ten ears yellow dent corn—J. G. Douglas, Shelby, Mo. Ten ears white dent corn—Roy D. Clore, Franklin, Ind. Ten ears corn other than yellow or white—L. A. Vogler & Sons, Hope, Ind. Ten ears flint corn—A. J. Guptil, North Berwick, Me. Single ear corn, any color—R. A. James, Charleston, Ill. Peck white oats—A. D. Van Sickle, Warren, Minn. Peck black oats—E. E. Newton, Monte Vista, Colo. Peck soft wheat—A. M. Shay, Greeley, Colo. Peck hard wheat—A. D. Van Sickle, Warren, Minn. Peck six-rowed barley—H. E. Kreuger, Beaver Dam, Wis. Peck two-rowed barley—W. D. Stelk, Phillips, Neb.

First prize winners in the world classes were: J. W. Beckman, Cokato, Minn., sheaf of wheat; Fred McCulloch, Belle Plaine, Ia., sheaf of oats; Vagneur Bros., Aspen, Colo., sheaf of timothy; H. W. Burgy, South Amana, Ia., peck of timothy seed; A. B. Lyman, Excelsior, Minn., peck of alfalfa seed; Fred McCulloch, peck of clover seed; John A. Shaffer, Oakland, Md., peck of buckwheat; Carl A. Walker, Rochester, Minn., peck of flaxseed; and R. P. Hayes, Asheville, N. C., 10 ears pop corn.

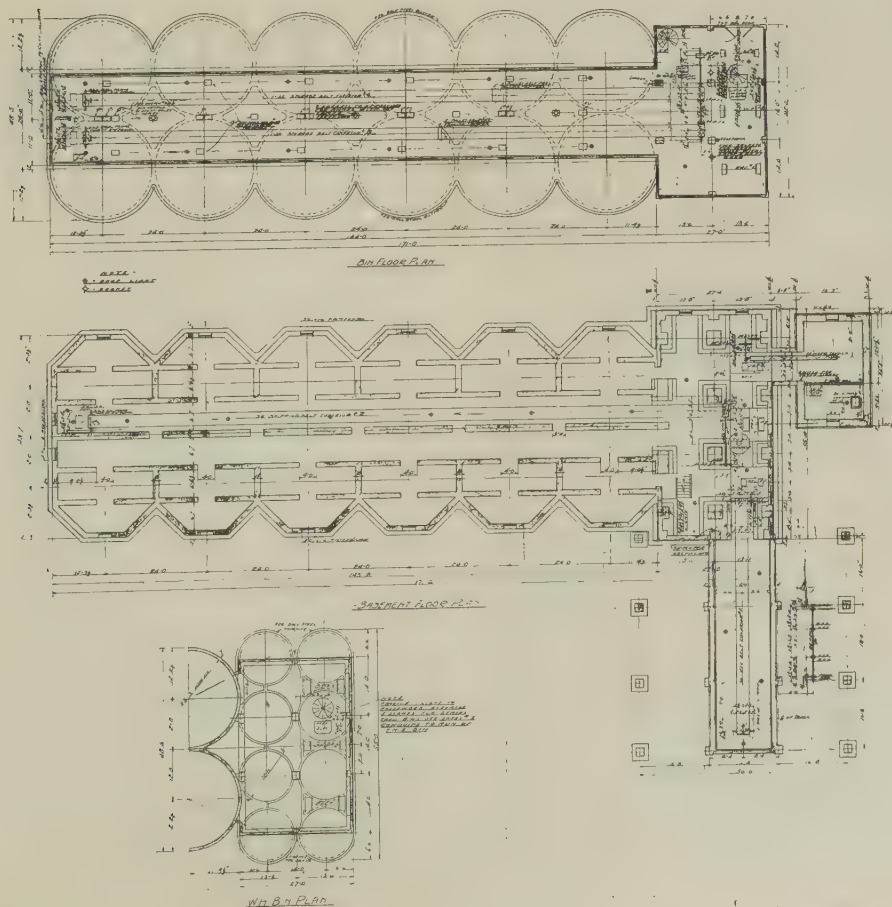
In the Illinois exhibit J. H. Thrash of Tolono won first prize for 10 ears yellow dent corn; for Iowa this prize was won by Ira Neiswander, Ankeney, and for Indiana by J. W. Kerlin of Rockfield.

Brazil has reduced the import duty on American flour 30 per cent. The old duty was almost \$1 a bbl. and last year 460,000 bbls. of flour was imported from the United States. With a population of 15,000,000 total imports to Brazil last year were 2,000,000 bbls.

The flaxseed shortage in Argentina has caused oil crushers in Europe to invade Russia and so deplete supplies there that Russian linsseed oil men have curtailed production after asking the council of trade and industry to have the exportation of flaxseed stopped. Their request was refused.



Longitudinal and Cross Sectional Views of Texas City, Tex., Elevator.



Basement and Bin Plan of Texas City, Tex. Elevator.



## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

### CANADA.

Calgary, Alta., Feb. 20.—Thomas Acheson, general grain agt. for the Canadian Pacific Ry., today gave out an estimate of the winter wheat acreage in Alberta and other western Canadian provinces as 230,000 acres, compared with 138,570 acres sown and 115,000 reaped in 1910. He reports every indication of an excellent crop.

### ILLINOIS.

Mt. Sterling, Ill., Feb. 17.—Corn is very plentiful in this county (Brown). Old wheat most all shipped out. New crop is spotted. The fly hurt a number of fields in the fall that now look very well.—Ed. Pendleton.

Pearl, Ill., Feb. 17.—The mild weather in this part of the state during the past 48 hours with no frost will advance growth of wheat. Cold weather, which has abundant time to come, will give it a backset.—A. M. Applegate.

### IOWA.

Rock Rapids, Ia., Feb. 25.—About 30% of the corn and 40% of oats still out.—James Hoben, agt., St. John Grain Co.

Alton, Ia., Feb. 16.—About 60% of the corn is still out. Farmers holding 40% of the oats crop.—F. M. Slagle, of F. M. Slagle & Co.

Sheldon, Ia., Feb. 15.—Over half of the corn and oats still back. Small amount of barley left.—L. J. Bassett. The Sheldon Trade Co.

Le Mars, Ia., Feb. 16.—Half of the oats and half of the wheat still out;  $\frac{3}{4}$  of the corn in farmers' hands.—T. B. Gallagher, mgr. Farmers' Eltr. Co.

Hornick, Ia., Feb. 18.—Half of the corn and a fourth of the oats still out. Practically no barley or wheat left. H. C. Haitz, of Fred F. Haitz.

Summitville, Ia., Feb. 16.—Wheat looks very discouraging. Not much grain to ship from here any year.—H. S. Brown, agt. O. A. Talbot & Co.

Le Mars, Ia., Feb. 16.—Corn amounting to 60% and 40% of oats held by farmers. Barley is all gone; some wheat left.—Thos. Goudie, agt. Le Mars Grain Co.

Rock Rapids, Ia., Feb. 15.—Very little grain moving;  $\frac{1}{4}$  of the corn and  $\frac{1}{2}$  the oats back. Barley is all gone.—C. F. Smock, agt. Scott Logan Mlg. Co.

Alton, Ia., Feb. 16.—Very little wheat and barley left. Half of the oats and 35% of the corn still in the country.—G. Gleysteen, mgr. Farmers' National Co-op. Assn.

Sheldon, Ia., Feb. 15.—A third of the corn and a half of the oats still back. Barley and wheat entirely gone.—Benj. Jenkinson, mgr. Farmers' Co-op. Assn.

Sheldon, Ia., Feb. 15.—Fully 50% of the corn is still back and 40% of the oats. Practically all wheat and barley gone.—L. J. Button, of L. J. Button, Eltr. Co.

Ida Grove, Ia., Feb. 20.—At least 50% of the corn and nearly as much oats are out. Corn will be held until May. Little barley left.—I. N. Scherer, of Christian M. Good.

Ida Grove, Ia., Feb. 20.—About half the corn is back yet, but a great part of that will be fed. Nearly a fourth of the oats still out. Barley all marketed.—C. C. Crawford.

Hornick, Ia., Feb. 18.—More money is wanted for corn, 40% of which is still out. All of the barley, nearly all of the wheat and 75% of the oats marketed.—Chas. Schroeder, agt. Neola Eltr. Co.

Hornick, Ia., Feb. 18.—Half of the marketable corn and a fifth of the oats are back. Barley is all gone and only 15% of the wheat left in the farmers' hands.—M. R. Stewart, agt. Tiedman Eltr. Co.

### KANSAS.

Reserve, Kan., Feb. 22.—We'll have the

best wheat we've had in two years.—W. C. Peterson.

Damar, Kan., Feb. 22.—We never had better prospects than now.—F. E. Arpin, mgr. Damar Eltr. Co.

Hiawatha, Kan.—Recent rains when no frost was in the ground, thoroly soaked it and the wheat is saved.—R.

Russell, Kan., Feb. 22.—I look for Kansas to raise 80,000,000 bus. wheat this year, barring calamity.—Paul D. Miller.

Osage City, Kan., Feb. 22.—The hot winds last fall cut down our yield of corn in half. Late corn good.—F. B. Bonebroke.

Leona, Kan.—In this vicinity corn was good both in quality and quantity. Farmers are holding for better market.—R.

Topeka, Kan., Feb. 22.—All well pleased with the rain and snow and the present outlook.—A. D. Blanchard, Jolley & Blanchard, Inc.

Ford, Kan., Feb. 20.—We have had good rains recently and now have 12 inches of snow on the level.—E. W. Olson, gen'l. mgr. Ford Eltr. & Supply Co.

Clifton, Kan., Feb. 22.—A normal acreage of winter wheat, which is looking fine. About 15% of the wheat and 40% of the corn still back.—C. D. Marshall.

Pendennis, Kan., Feb. 17.—A light rain has been falling here for two days, which will put late-sown wheat in good condition.—George Young, agt. A. J. Poor Grain Co.

Kensington, Kan., Feb. 23.—A large acreage of winter wheat and conditions favor a good crop. About 45% of corn still out. Practically no oats left.—William Westerman.

Stafford, Kan., Feb. 22.—Had about 5 inches of rain and now ground is covered with 4 in. of snow. Fall wheat is in fine shape.—Frank W. Wirt, mgr. Bedford Grain & Supply Co.

Lebo, Kan., Feb. 22.—A good crop of corn here. I have taken in 75,000 bus. and a third is still back. Practically no oats to be marketed. All of the flax is gone.—J. M. Black, Lebo, Kan.

Aurora, Kan., Feb. 22.—About 40% of the corn still back and most of the oats out. At least 85% of the wheat still out; increased acreage of winter wheat.—A. L. Pennock, of Pennock & Son.

Duquoin, Kan., Feb. 20.—Plenty of rain in the last few days. Some wheat looking fine; some just coming up; will be a fair stand in this locality. Plenty of moisture to give wheat and oats a fair start.—J. M. Edgar, mgr. Deer Creek Eltr. Co.

Hazleton, Kan., Feb. 22.—Less than 20% of the wheat is left in farmers' hands. No oats or corn will be marketed as these will be used for feed. There is an unusually large acreage of winter wheat. If the wheat freezes, corn will be sown freely in its place. W. S. Ballard, mgr. Star Eltr. Co.

### MARYLAND.

Middleburg, Md.—Crops are in excellent condition.—E. O. Cash.

Middletown, Md., Feb. 18.—A good portion of the wheat is back in farmers' hands; holding for higher prices. The growing crop gives promise of a rather poor yield.—D. V. Beachley & Bro.

### MINNESOTA.

Ellsworth, Minn., Feb. 14.—Over 60% of the corn and 70% of the oats have been marketed.—J. H. McRobert.

Minneapolis, Minn., Feb. 15.—Very little grain is moving; about  $\frac{1}{4}$  is in the farmers' hands.—Geo. W. Murfin.

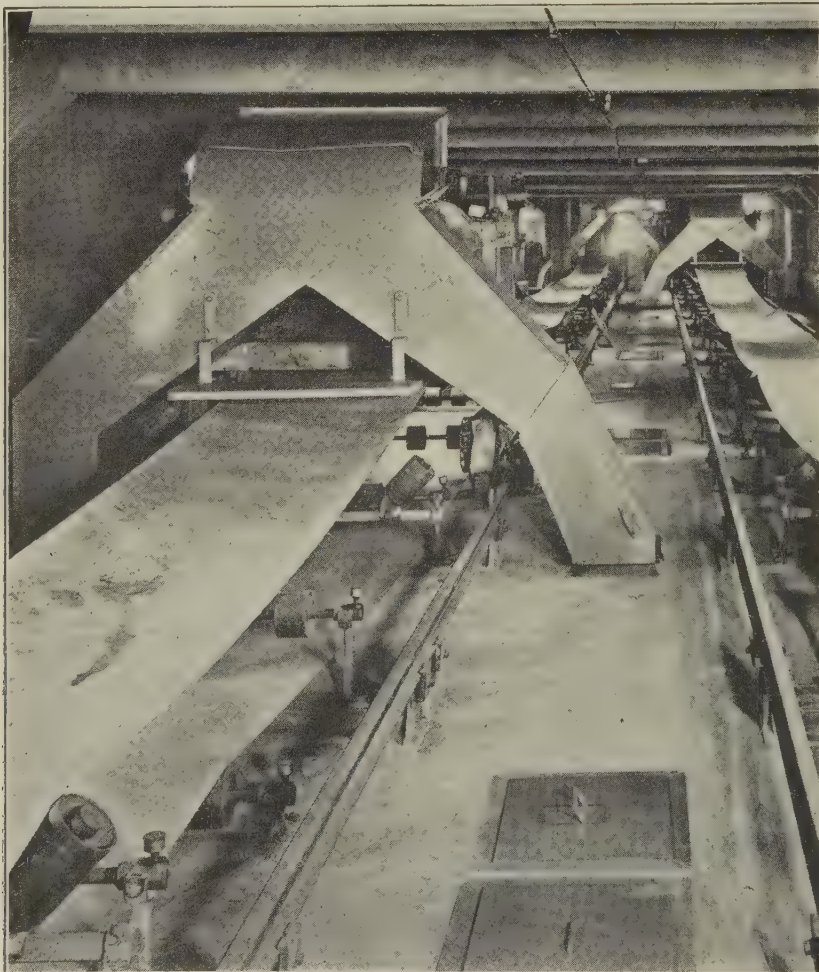
Ellsworth, Minn., Feb. 14.—A third of the corn and a half of the oats still out. Barley and wheat entirely gone.—Geo. Parden, agt. John P. Coffey.

Ellsworth, Minn., Feb. 14.—Crops pretty well marketed. Not over 25% of the corn and about 30% of the oats; no wheat nor barley left.—W. R. Christian.

Beaver Creek, Minn., Feb. 13.—Barley and wheat entirely marketed. A third of the oats and a half of the corn still in the country.—John Christianson, agt. St. John Grain Co.

Beaver Creek, Minn., Feb. 13.—Corn and oats both good crops, but a third of each still out. Nearly all the wheat and barley has been marketed.—James Bjirk, agt. Hubbard & Palmer Co.

Beaver Creek, Minn., Feb. 13.—Everything coming in pretty slowly. Half of the corn and 75% of the oats have been received. Wheat and barley both good crops, but entirely marketed.—H. S. Cragg, mgr. Beaver Creek, Eltr. Co.



Conveyor Belts Over Storage Bins of Texas City, Tex. Elevator.  
[For description see pages 282-283.]







## How to Prevent the Leakage of Grain.

BY H. A. FOSS, CHICAGO BOARD OF TRADE WEIGHMASTER.

1. Secure a supply of 7½ ounce bur-

lap. It is 40 inches wide, and comes in bolts containing 100 yds.

2 a. Examine the linings of the car to be loaded, and ascertain if there is coal or dirt of any kind back of them. It is important that all such matter be removed,

otherwise it will become mixed with the grain when the car is set in motion.

b. It is also imperative to sweep car floors clean.

3. All broken and defective places in the linings of cars should be tightly covered to prevent grain leaking behind the linings, otherwise the burlap covering will be useless (see cut 2, fig. 2).

4 a. Examine car floors carefully. Wherever cracks are found large enough to cause leakage, the floors should be patched by tacking strips of burlap over the cracks and nailing pieces of board over the burlap.

b. Be on the lookout especially for short floor boards at the junctions of floors and sills. This is a frequent point of leakage even in brand new cars. A very effective protection against leakage at this point is shown in cut 3, Fig. 1.

5. It is well to cover the king bolts with burlap. Have the cloth loose enough to allow the king bolts to work up while the car is in motion without tearing the burlap. The burlap should be fastened to the floor by nailing pieces of board or lath around its edges, as in cut 3, Fig. 2.

6. The ends of all cars need special attention. Seventeen per cent of the leaks recorded by the weighing department in 1910 were at the ends of cars, and leakage here is often difficult to detect unless cars are in motion. End leaks, too, are hard to stop effectively after cars are loaded (see cut 4). Therefore, it is economy to use preventive measures on the inside before loading a car with grain. It is well to line the end of each car with burlap as illustrated in cuts 1, 2 and 3, first repairing the lining, when necessary, as in cut 2, Fig. 1. Fasten the burlap by nailing a strip of board or lath along its upper edges, as in cut 3, Fig. 3. Allow the burlap to hang loose overlapping the floor from 12 to 20 inches as the case may require. Examine carefully cuts 1, 2 and 3, and see how a defective end of a car was made leak-proof with very little time, labor and expense. All cars should be prepared in this manner, especially if wheat or other small grains are to be loaded.

7. To prevent liability of leakage at the sides apply burlap as in cut 3, Fig. 1. For lining the sides one-half the width of the burlap is sufficient. Have the burlap extend about 6 inches onto the floor. This protection will also prevent leakage caused by short floor boards. As 35 per cent of the leakage recorded by the weighing department in 1910 was at the side sheathings of cars, we recommend that all cars be prepared in this manner.

8. End door openings should be covered with closely fitting boards free from knots, as the knots frequently fall out, thereby causing leakage.

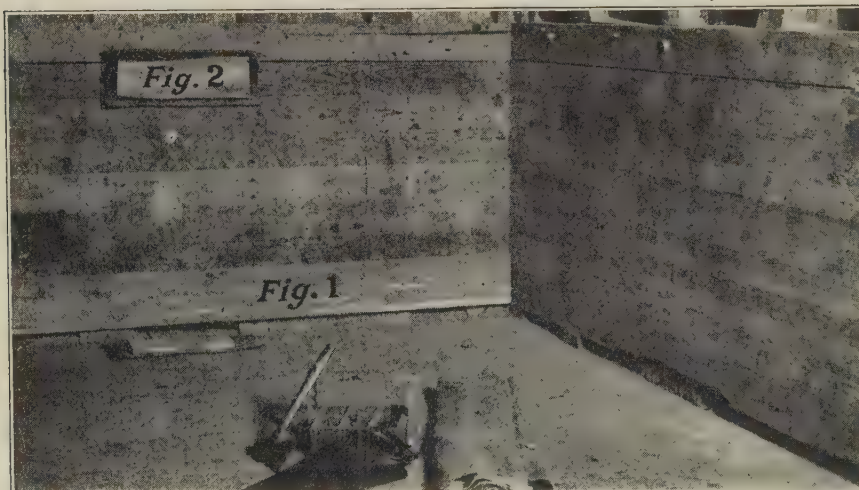
9. After cars have been in service any length of time the ends have a tendency to bulge out, thereby causing the sheathings to spread as in cut 7, Fig. 1. All such defective places should be repaired on the inside of the car with burlap.

10. Leakage is liable to result if grain doors or grain door boards are applied to door posts, the surfaces of which are filled with nails and spikes. Where the door posts are covered with such obstructions, due to repeated grain door installations, we recommend that one inch by four inch pine strips be nailed to the sides of the posts as in cut 5. (Use 8-penny nails). Have the strips extend just beyond any obstructions there may be on the face of the door posts, and nail the grain doors or grain door boards to these pine strips instead of to the hardwood door posts.

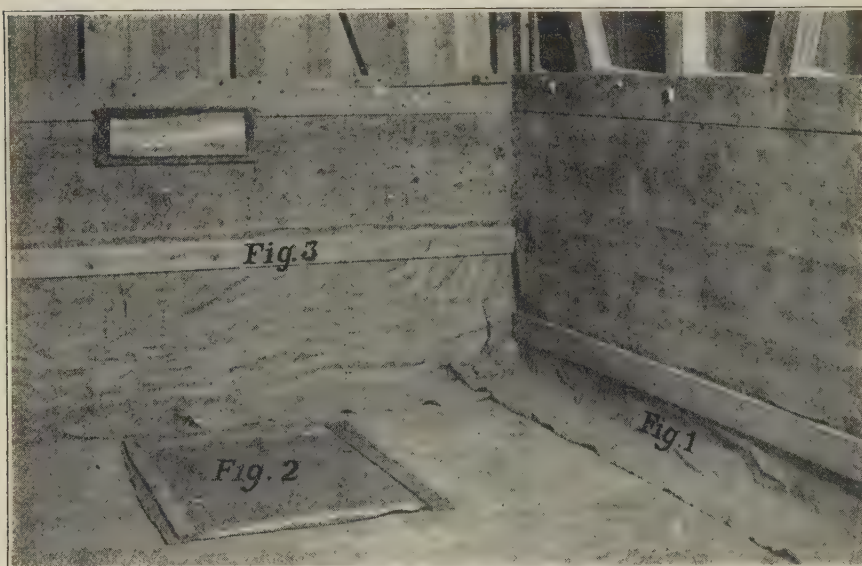
11. Cut 6 shows a car equipped with auxiliary door posts of pine as recom-



Car Requiring Repair of Lining and Cover for King Bolt.



Covering Defective Lining of Car Above.



Protection Against Leakage Around Short Floor Boards—King Bolt Cover—Coopering Completed.



mended to the railroads by Mr. James A. McNulty of Minneapolis. The use of auxiliary door posts makes easy the opening of grain doors with the minimum amount of damage to the doors. These auxiliary posts, too, facilitate the installation of grain doors, as it is much easier to nail the doors to the soft wood auxiliary posts than to the ordinary hardwood door posts. Moreover, the nails can be extracted from these soft pine posts without difficulty. The auxiliary posts can be renewed, when necessary, at very small expense.

12a. We believe that the various railroads should adopt a uniform door, and in this connection we would respectfully

call attention to the 20-inch reinforced grain door shown in cut 5.

b. Use four 10-penny nails to fasten each section of these doors and no more. Where, at the point of nailing, the doors are of single thickness, however, use 8-penny nails instead. *Do not use spikes under any circumstances.*

c. Board the doorways higher than the grain will level regardless of how low the grain may be at the doorway, and when doing the work keep in mind that the grain inspector must enter the car in order to inspect and sample the grain. Therefore, when grain is loaded high in the car we would advise using single boards for the top of the doorway.

13. Repair loose side sheathings, where the sills have rotted, by using a burlap pad fastened underneath with a strip of board nailed to the sill as in cut 7, Fig. 2. And be sure to examine the side sheathings of each car you load with grain to make certain they are tight.

14. Cars with broken door and end posts are not suitable for grain loading, and there are many cars with defective posts. If on account of car shortage it is deemed justifiable to load cars that have broken posts, or otherwise unsuitable for grain, be sure and use burlap freely at the defective points.

15. We would advise shippers to seal, with their own private seals consecutively numbered, the cars they load with grain.



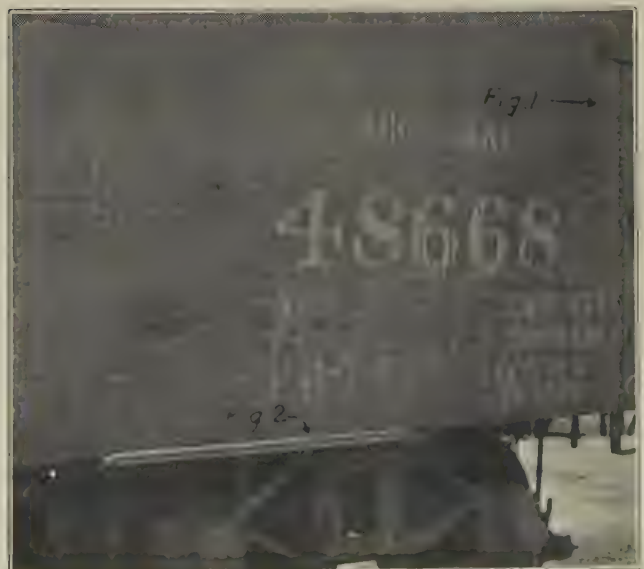
Stopping an End Leak.



Door Post Covered With 1x4.



Auxiliary Door Posts.



A Bulging Car. Burlap Pad Nailed to Sill.



## Annual Meeting Kansas Grain Dealers Ass'n

The 14th annual meeting of Kansas Grain Dealers Ass'n was called to order at 2:20 Feb. 22 in the Coates Hotel, Kansas City, Mo., by Pres. R. E. Cox, who introduced C. P. Moss, President of the Kansas City Board of Trade.

Mr. Moss in welcoming the dealers to the city said:

In extending to your Ass'n an earnest and enthusiastic welcome to Kansas City, I cannot refrain from congratulating your Officers and your Ass'n on the good work that has been done and the unity that I see still prevails, nor can I refrain from expressing the conviction that this meeting will result in vast good.

We are all instruments of the great quarry of Life; we are more useful when formed together for a useful purpose, such as actuates the Grain Dealers Ass'n. Association teaches us that the real secret of life with our co-workers is in living for them, and we sooner or later realize that in all walks of life, to endeavor to avoid this rule is to hide ourselves from our greatest happiness and our largest opportunities of self-development.

Anyone in the grain trade cannot help but look back over the past and view with pride the improvements in the handling of grain, from the standpoint of both the shipper and the receiver, and there is yet room for further improvement. Meetings of this kind always have beneficial results. We don't get together often enough. There are always little defects in the business which can be remedied if we will only come face to face and talk them over.

I express the hope that your stay among us will be as pleasant and beneficial to you as we know it will be to us. Again I welcome you: You, a progressive people, to the progressive City of an unequaled West.

President Cox read his annual address from which we take the following:

### PRESIDENT'S ADDRESS.

The reformer has been present from time immemorial; but each and every reformer has been a radicalist, a creature whose faculties have been trained on the one subject to the exclusion of all others. I agree that reforms are necessary to meet the changing requirements and conditions existing; yet I consider that the reforms necessary and of the greatest benefit to the majority are buried for the lack of conservatism.

At the present time, and under existing State and National Administration, reforms are being attempted that will, ultimately, if not presently, do more harm than good.

I am bitterly opposed to the Scott Anti-Option Bill, as it will be presented to the National House with its class amendments. Personally, I am a friend and admirer of Chas. F. Scott, Congressman, and author of this bill, but the presenting of this bill and in its final passage by both Houses, would strike the grain trade a severe blow, equal to a financial panic. I believe that Mr. Scott is sincere in his bill prohibiting option trading in cotton, but this calls forth the amendments prohibiting future trading in grain—which, if one bill passes the other will. Mr. Scott is at present Chairman of the Agricultural Committee and a capable man. But to compare the "Bucket Shops" that have been obliterated from many States, with those of legitimate Exchanges, it becomes evident that ignorance of these two incomparable lines still lingers in the layman's mind.

I am against the "Bucket Shop" as strongly as I am in favor of the legitimate Exchange and Option Trading. Conceding that many Exchange members have abused this legitimate trading, yet I do not believe there is an Exchange in the country that will uphold any unscrupulous member in his action. I suggest that a resolution be adopted condemning the passage of this bill. Being that we are men who are daily engaged in the grain business, a resolution from this body should at least have its influence and bear results.

I am very proud of the record made by our Association during the past year, both as to benefits accomplished for the trade as well as an increased membership. Our membership and finances now enable us to more fully protect our members and our trade.

Thanking you for the many courtesies

shown me the past year as your President, and assuring you that I sincerely appreciate it all.

Sec'y Smiley read the minutes of the last annual meeting which were approved.

Sec'y Smiley announced that bills pending in the Kansas Legislature provided for an increase in the grain inspection fees, and with every prospect of passing, unless the grain dealers get busy and protest.

John E. Hughes of Culver, read a paper on Why Are We Members of the Kansas Grain Dealers Ass'n? from which we take the following:

### WHY WE ARE A MEMBER OF THE K. G. D. ASS'N.

When the matter of organizing our association and building an elevator was first agitated, but little was thought of the probable method of carrying on the business, but in our organization a directorate of substantial business-headed farmers was elected and it was immediately decided to conduct the business on a business basis and that anything we could do to further this end was to be discovered and carried out at once.

We were in the grain business and we must discover the best methods possible for conducting such a business to the best advantage of all concerned. Some of us had a hazy idea that there would be some trouble in finding a good market for grain from our Farmers Elevator. The only reason I can advance in excuse for this idea is that this thing had been preached to us for so long and so persistently that it sort of came natural for us to believe it to be true. A surprise was in store for us. The markets were open to us, in fact solicitors were after our trade the same as any one else's, and thus a market was found and one difficulty faded away.

The next thing in line was to subscribe for a grain trade journal, and being also in the coal business a coal trade journal was also secured. These papers, while we consider them absolutely necessary to the successful conduct of the business, and all very well in their way, we felt were inadequate to give us all the help we felt that we needed in getting a thoro idea of the business.

This was acquired in various ways, mostly by experience, but this, tho a sure way, is mighty slow and at times extremely expensive. By association with those friends indeed, the trade solicitors, I got other ideas, some on the terminal markets, some on other points, some good, some fair, but none absolutely wrong or useless.

These helps, however, merely emphasized the fact that a grain man must know the grain business and that the grain man and his associations appeared to be the true source of such necessary knowledge.

While the foregoing is somewhat of a rambling sort of a composition it sets forth more or less clearly some of the reasons why we are a member of the K. G. D. A., and that the best place to learn the grain business is from the grain men.

Some of the particular advantages obtained thru membership which we have experienced are: First, the association with, a rubbing up against, as it were, the men who know the grain business and this way to gain nearly, if not all, the advantages of experience without the expensive disappointments, by hearing of the various phases of the grain business from those who have learned it by this actual contact thru good, bad and indifferent years.

Another benefit is in the being able to participate in the power of an association of this kind along organized effort in working for legislation favorable to our business.

We take the stand that whatever helps the grain dealer should and does help the grain raiser ultimately, and in exactly the same proportion.

Claims: We think, in fact we know, to a certain extent, that the claim department of a R. R. Co. looks after a claim a little more closely if presented by a

member of an association, than if the claimant is outside of an association; and why? Because the member has means of discovering the best methods of preparing, presenting and pushing claims to a settlement that are foreign to the great majority of dealers outside of these associations, who are not so closely in touch with the up-to-date grain business.

To sum up: We are a member of the K. G. D. A. because "In union there is strength," we as grain dealers want to operate the grain business to the very best possible advantage, hence associate ourselves with those who know the grain business.

Paul D. Miller, Russell, read a paper on Result of Ass'n Work, from which we take the following:

### RESULTS OF ASSOCIATION WORK.

The greatest good derived from Associations of this kind is Harmony and Co-operation between members, especially competitors. It is not necessary to consider the control of prices or any other illegal process in our organization; but by exchanging ideas, by making ourselves familiar with our trade troubles and their solution; by cementing our friendship as we become better acquainted.

We learn at our meetings to adopt the best ideas for conducting our business and to use the more improved methods of doing business. We soon realize that our competitor is not nearly as mean and underhanded as we thought him to be, in fact we soon find that we were a little prejudiced against him, and were too easily offended. We learn to see more of his good points and we find that if we but give him a chance or offer to meet him half way he is inclined to be fair with us.

We learn from associating with each other that it costs more to do business today than it did a few years ago. We find that it pays to let our competitor have his full share of the business. We get better returns by handling half or one-third of the grain at a reasonable margin than three-fourths or all at no margin at all. In fact in promoting good, solid friendship among dealers I believe our Ass'n is doing its greatest work.

By belonging to an Ass'n of this kind a grain man is practically certain he is going to receive a square deal. Every one of us prefer doing business with members of the Ass'n in place of those who are non-members.

Dockage: Until a few months ago the members of the Kansas City Board of Trade deducted one hundred pounds on each car of grain received. This in a year's time meant to a tremendous loss to the Kansas shippers. The practice, as you know, has been discontinued, and it was the work of our association that helped to bring about this result.

It takes combined power to bring about reforms, and without organizations of this kind we would still be groping in darkness, asking ourselves what could be done to obtain better grades or how can we collect for our shortage in weights.

Our association has done much to obtain good, honest grades but there is still plenty of room for improvement along this line. I am afraid too many country grain buyers pay little attention as to how they grade grain when they buy from the farmer.

Claim Department: We have all had our troubles trying to collect Railroad claims. Now we let the association do it and the cases are few, for when the association does not collect then, the cost if anything, is small.

Arbitration in the settlement of differences and disputes has come to be recognized as an important factor in all modern business affairs. USE your arbitration committee and by using it you are bound to make it stronger. This department of our organization has settled many disputes and claims that otherwise would no doubt have gone to the State Court Rooms.

P. S. Goodman, Chicago, talked on the Possible and Probable Effect of Reciprocity. Canadian wheat will no doubt crowd into our markets along the border; the flour exported and the offal sold in large Northern cities. France produces approximately 300,000,000 bus. of wheat annually and the duty on foreign wheat is about 36 cts. per bu. It has about the acreage of 3 western states. Yesterday the price of wheat in Paris was 34 cts.



over Liverpool. Our wheat exports are so small as to have little influence on the English markets. Canada may send us fifty million bushels of hard wheat, but it will be handled by the wheat handlers of the North. It will surely steady prices.

Paul D. Miller stated that he had just telephoned his representative at Topeka, who informed him the grain inspection fee bill was next on the calendar and asked that if any dealers present knew their representative telephone him to vote against the bill.

Sec'y Smiley explained that the Chief Grain Inspector of Kansas was determined to increase the fees to make up the deficit of \$9,922 during 1910.

Bert Ball of the Grain Improvement Committee, Chicago: We are shipping out so much money to Europe we will soon have none left unless we get more from the mines or the soil. The Council of Grain Exchanges is striving to enlist all commercial interests in an endeavor to induce the farmers to select better seeds. Be a Dutch Uncle to your farmer patrons. Learn what wheat they are planting. Talk with them. The railroads are willing to give us all the special trains we want. We have more trains than men. Learn what is the best grain for your county to grow, and induce them to grow. Can you treat seed grain for smut? Do you know how to test seed corn for germination? I wish to present a resolution for the consideration of your Com'ite.

C. W. Lonsdale and E. D. Bigelow commended the work of the Seed Improvement Com'ite, and Mr. Bigelow begged that the dirt and screenings be kept at home and fed to hogs or buried, and not placed on the bottom of the car and shipped to a central market.

J. L. Root announced that the Kansas City Board of Trade would entertain the visitors at a dinner in this hotel Friday evening at 6:30 p. m.

Pres. Cox appointed as a Com'ite on Resolutions, W. C. Brown, W. H. Hastings, B. F. Blake, S. J. Owens & C. A. Wallingford.

Auditing Com'ite: S. J. Thompson and M. S. Graham.

Adjourned to 8 p. m.

## WEDNESDAY EVENING SESSION.

The evening session was called to order by Vice-Pres. Paul D. Miller, who introduced J. S. Justin, F. C. A., Mo. Pac. R. R., who delivered a novel address entitled "The Third Degree." He deplored the unusual amount of legislation directed against the railroads, which he characterized as persecution of a highly organized business.

Following Mr. Justin came the Hon. Robert Stone, a member of the Kansas legislature and the legal adviser of the Kansas Grain Dealers Ass'n.

Mr. Stone explained the features of two bills regarding state inspection and weighing and recommended office inspection.

An impromptu discussion of the subject followed and ended with a vigorous talk by Sec'y Smiley giving a short history of the attempts to secure office inspection, of the success attending its adoption in other cities and the advantages to be gained by its use.

Resolutions were adopted thanking the speakers of the evening, after which the meeting adjourned.

## THURSDAY AFTERNOON SESSION.

President Cox called the Thursday afternoon meeting to order at 2:30 and in-

troduced J. G. Goodwin, Kansas City Board of Trade Weighmaster, who gave the following suggestions to Country Grain Dealers:

## SUGGESTIONS TO COUNTRY GRAIN DEALERS.

If I were a country grain dealer I would have my grain tester tested as to weight and volume, to be absolutely sure that when I paid for 59 lb. wheat, I was getting 59 lb. wheat.

I would have my wagon scale under cover, and not subject to the elements; the pit drained so no water would stand and rust the levers and pivots; platform clear at least one-half inch all around; the beam coupled up as close to the scale as possible, thereby eliminating friction; the levers in perfect alignment from knife or pivot edges.

I would balance my scale before and after each weight and see that the balance was the same on both load and light. This is very essential if you desire correct weights.

In all cases, when a man drove on my scale, he would have to be weighed on the load, the brakes on his wagon free, and the horses easy in the traces. He would have to drive back on the scale in the same direction as the load was weighed.

Now that you have the grain in your elevator, the next step is to load for shipment. I do not consider a bin weight good. My definition of a bin weight is weighed over a wagon scale, dumped in elevator, elevated and dumped into a bin and loaded from the bin to the car. As one is liable to have a leak in the elevator or leave some grain in the bin, the car is short at destination.

You should have a hopper scale on a separate foundation from your elevator. If you have it on the cribbing, the elevator will shift when loaded or unloaded in one end as the case may be, thereby throwing your scale out of level. You should have your beam as near to the scale levers as possible, eliminating extension levers and long steelyard rods.

Be sure your scale does not bind on the spouts, and that they do not leak between scale and car, also that your hopper or bin, whichever the case may be, is clear, and that all grain weighed goes to the car.

Have your private seals in numerical order and seal your car immediately after loading, making a record of same, bill the exact weight, giving the detail or drafts, and notify the railroad agent, commission house or buyer accordingly.

Have car properly coopered, which means that it has been thoroly cleaned of all foreign matter, and examine the car closely especially the door posts, end posts, sidings, also roof to guard against leaks from rain or snow. See that there are no holes or cracks in the decking, and that decking over transoms are O. K. If not, patch them with burlap. If the car has end windows be sure and cooper them up tight.



R. E. Cox, Elsmore, Kan., Re-elected Pres. K. G. D. A.

Where door posts are rough, draw all the old nails and take a piece of burlap and double it about four thicknesses and apply to the posts as high as the temporary grain doors go, then nail the grain doors in, putting them three high, using three eight or ten penny nails. If the doors are rough, use four nails to draw the door up tight. Take a four or six inch board to put on the bottom or floor facing the doors, then place a door on top of that, then another board and then another door. This breaks all joints and gives strength to the doors. This necessitates using ten 20-inch single doors, and four boards to cover openings. The above applies to single strength doors and in case you have double doors, it is not necessary to use this re-inforcement clear to the top, but it is quite essential that you use a board at the bottom on the inside, also having the joints covered or broken.

Go over the outside of the car after it is loaded and if the siding is loose, nail it up, using a ten penny corrugated cement coated nail. If the siding is rotten and the nails will not hold, use a four or five inch board long enough to cover the rotten part and give you a nailing surface at the ends, using your corrugated nail and draw it up tight, so it will hold.

If these suggestions are taken, your loss in transit and shortages at destination will be reduced to a minimum.

Mr. Goodwin illustrated his talk with a blue print, photographs, and a model of a grain door made tight with burlap.

W. F. McCullough, president Wichita Board of Trade, in addressing the dealers on "How We Can Obtain Correct and Uniform Grain Inspection," said his remarks would apply to Kansas grain and Kansas inspection. Altho not a believer in divorces, I do believe the grain inspection dept. of Kansas should be divorced from politics. The pie should not be distributed because of support given the dominant party at the polls, but men should be employed because of their ability to grade grain. I think our Grain Inspection dept. should be self-supporting, the fees increased and better men employed. We can not expect to employ the best inspectors for \$85 a month because they can get more elsewhere. I believe if our system is changed it should be to office inspection, that more work may be done with fewer but better men.

Chief Inspector Gorden asked permission to say a word: I have been in the state since 1864, buying and shipping grain most of the time. I have never run for office or been in politics. I did not seek this position and had its refusal under consideration for three months before accepting. I have made comparatively no changes in our force because of my inability to secure better men at the wages stipulated. Men do apply to me for positions on the ground that they voted so and so, but I always tell them that it has no bearing on their ability to grade grain. I wish to assure you that so long as I have the say inspectors will be employed because of their ability to classify grain correctly. The cars are now so much larger than when our dept. was established, the cost of inspection under the schedule proposed by the bill now pending will be about the same as it was at the start.

In the absence of W. Scott Cowen, Chief Grain Inspector at Chicago, J. W. Turner of the dept. read his paper on "Office vs. Track Inspection," from which we take the following:

## OFFICE VS. TRACK INSPECTION.

Grain inspection, as understood in this day and generation, has a far more important meaning than that ascribed to it in earlier history and the grain inspection department of the present has necessarily become a vastly more essential factor in the transaction of business as between the producer, dealer and consumer. Our present system of inspection, however incomplete, is not the inception of



the moment, but rather the outgrowth of the wonderful evolution that has taken place in the methods of marketing and handling grain within the last half century. As the trade continues in its progressive strides, so must the work of the inspectors improve to meet the demands and added responsibilities.

Up to a time within the memory of some of you, the harvest was delivered in its virgin state direct from the field to the nearest mill, machines for cleaning, purifying and preparing grain were almost unknown. As the classifications of the different cereals were comparatively few, there was little need of specially trained experts to determine the various standards.

Later, with the advent of a vast network of transportation facilities there came about the centralization of storage houses and mills and a consequent broadening of the markets. With this change came the demand for a more general system of inspection.

The "track" system of grain inspection, the system so long in general use by all inspection departments and so designated from the fact that the work is performed and the grades established at the tracks of the different railroads instead of in a central office, had its origin in the Chicago Board of Trade in the year 1858, and was adopted by the Illinois State Grain Inspection Department when the State undertook the inspection of grain under legislative enactment in 1871.

For fifty years the system was used in the Chicago market and for many years of that period it was said to have provided a very efficient and satisfactory service. Within this time, however, many changes and innovations in the methods of handling grain were made; the inspection yards were removed to points remote from the city. Constant changes and additions to the classifications and grades made the work of inspecting much more laborious and added many new responsibilities not contemplated when the system was first inaugurated. In undertaking to cope with the changing condition of the trade without modifying the system, the Department in time began to deteriorate and the work of the inspectors became so uneven and unsatisfactory that Chicago inspection came into general disrepute.

These conditions prevailed when the present Chief Inspector assumed charge in 1904. Upon investigation, the criticism in most cases appeared to be well founded, but under the system in use the defects appeared almost unsurmountable. The thirty odd inspectors distributed among the different railroad yards and at the several elevators, without means of conferring with one another, and without the proper supervision, had necessarily to depend upon their individual judgments. They were to all intents and purposes, the heads of thirty separate and distinct departments each operated in accordance with the judgment of the man in charge.

While doing their work they were subjected to the many varying conditions of heat, cold, rain and snow, and the examinations of necessity, had to be done hurriedly when the receipts were heavy. After the grades were fixed, samples of the contents of the cars were taken directly from the railroad yards to the consignees or receivers on the Board of Trade by men who acted as Receiver's Agents, who were in no manner a part of the Inspection Department force.

If the inspector had erred in judgment in fixing the grade of any car of grain, there was no opportunity of correcting such error until the receiver of the grain had lodged a complaint, which very frequently he neglected to do. There was no check upon the inspector or his work except as a reinspection or an appeal was called for. He did his work carefully or

otherwise according to his own ideas of carefulness, the convictions of his conscience or as his convenience dictated. When the arrivals were very heavy it was frequently impossible to give that careful attention to each individual car which the importance of the work demanded. In inclement weather cars could be passed by and inspection postponed from day to day until better conditions prevailed without the knowledge of the Department or regard for the financial interests of the shipper or receiver.

The essential and material elements of correct grain inspection are uniformity and accuracy. Under any system which does not permit of a constant personal supervision of the work of all inspectors, these results cannot be obtained. The tendency of the man at the track was to follow an absolutely safe course, to be sure that when a car was given a certain grade it was fully entitled to receive it. In "line" cars the tendency was never to give the grain the benefit of the doubt, to which, in my opinion, it is entitled.

At the elevator, on out-going shipments, the opposite conditions prevailed. Here the grain always received the benefit of the doubt, and it was the duty of the high-salaried elevator superintendent by scientific mixing to see that the "doubt" usually existed. It was therefore between these in-inspections and out-inspections, the men working under directly opposite pressure, that there was a constant drawing apart, the farmers' produce receiving a rigid inspection when received at the market and a lax inspection from the elevator when the grain was released for shipment.

Recognizing these conditions as prevailing in the Illinois Department when I assumed charge, I at once gave the subject serious consideration. The first move was to develop a school of instruction for the inspectors, and by the use of type samples of the different grain and grades, seek to instill into their minds a greater degree of uniformity and accuracy. The men were required to report frequently at the office of the Chief Inspector where these samples and oftentimes samples of grain that they themselves had previously inspected, were placed before them, and they were required to record their respective decisions as to the different grades. When errors were made they were shown to the inspector making them and their mistakes in judgment carefully explained. These examinations, from an educational standpoint, proved very beneficial, as the differences of opinion were at these meetings fully discussed and adjusted, and the inspectors were thus enabled to develop more accurate and uniform judgment.

Improvements were quite noticeable as the result of these reviews, still the inspection as a whole was far from satisfactory. Further investigations were made, visits were paid to the inspection departments of other States, and frequent conferences held with the grain committee of the Board of Trade. As a result, I became thoroly convinced that there was but one final solution to the entire problem and that there must be a careful review made of every car inspected, and no distinction made between grain arriving and that shipped.

Thus originated the system of "office" inspection that is used in Illinois today, a system that preserves annually to the producers of grain large sums of money, and to the trade generally renders a service at once complete and satisfactory.

This plan provides that samples of every car or boat of grain inspected in Chicago shall be subject to review by the most competent inspectors in the Department, and that re-inspections or appeals may be accorded to those desiring them with the least possible delay. The sampling of the cars, the basis upon which

any system of inspection must necessarily rest, is performed by the most reliable and competent men, nearly all of whom have served for years in the ranks of inspectors. Quick service is maintained from the railroad yards to the central offices where the work of inspection is performed, and a review of the first inspection made. The samples are divided into two equal parts one of which is delivered by special messenger to the receiving firm on the Board of Trade and the other is retained in the inspection office pending a re-inspection or further review.

In case of doubt in the mind of the inspector as to the accuracy of any grade so determined, the new method admits of an immediate conference and an exchange of opinion between eight or ten of the most experienced inspectors, all working in one large room with ample light and ventilation. Under the track system the inspector at the car was obliged to depend entirely upon his individual judgment, with no opportunity to consult with others. Furthermore, when re-inspection is now called for, a decision can be obtained within thirty minutes, while formerly it required from two to thirteen days, during which time the burden of risk (frequently very expensive) was entirely on the shipper.

As an illustration of the success of office inspection as perfected to this time it might be well to instance a single recent day's work of the Chicago Department. On Tuesday of last week, Feb. 14, 1911, the total number of cars sampled in the Chicago yards was approximately 1800, of which number 1531 were inspected and samples delivered to the Chicago Board of Trade for early trading. Of this large number of cars there were but 42 re-inspections called of which number 15 were changed by the supervising inspector. As a result of this day's work there was but one car carried to the Board of Appeal.

Mr. McCullough said he had understood that the Kansas Dept. had 17 inspectors at Kansas City. Is that right, Mr. Gorden?

Mr. Gorden: We have but 6 inspectors in Kansas City at present.

Mr. McCullough: Well, under our present system our shipments are graded by 6 different judges, who work under varying conditions of light and weather. If we had 6 efficient samplers and a less number of inspectors working together under uniformly favorable conditions I feel confident we would have more satisfactory grading.

W. S. Washer: If Mr. Cowen's paper tells of true conditions we have reached a perfectly ideal inspection. I do not believe it possible to grade car grain from quart samples uniformly or correctly. The inspector must see the load and examine a large sample. I believe we have an honest, conscientious Chief Inspector and for one would like to see office inspection tried.

Secy Smiley made an urgent appeal for a six months' trial of office inspection, with the understanding that if it did not prove satisfactory the Dept. would return to track inspection.

A. H. Bennett: I wish to ask what will be gained by office inspection at points where only one deputy inspector is employed?

Mr. Turner: Virtually nothing because



Foto by B. A. Sherman, Kansas City, Mo.  
Dealers at Annual Meeting Kansas Grain Dealers' Ass'n, Kansas City, Mo., Feb. 22-24, 1911.



you would not have the Board of Revu.

A. H. Bewsher: I wish to ask how the cotton bags are protected on the way from the sampling yards to the office? Are they protected from the weather and the steam heated cars? Do they always reach the office in just the condition taken from the cars?

Secy Smiley: I ask that all dealers who favor a fair trial of office inspection rise.

About fifty arose in favor.

Will Washer stood alone against the proposition. [Laughter.]

F. A. Derby: I wish to ask if the sample is not more to blame for inspection blunders than the inspection?

A voice: Yes.

W. C. Brown: I move that a committee of three be appointed to confer with Chief Inspector Gorden in regard to giving office inspection a trial. Carried.

W. C. Brown of Beloit addressed the dealers on "How to Determine the Cost of Handling Grain Thru Country Elevators." He said:

## COST OF HANDLING GRAIN THRU A COUNTRY ELEVATOR

What can be of more interest to us than the experience of others as to the cost of handling grain? This is one of the factors a large number of us never consider, until the end of the season or the year, then we wonder where all of the profits have gone. What has become of the golden dream of plenty that has disturbed our slumbers thru the balmy nights of the early summer? True we had that we were exacting a margin of profit that would show up all right on the credit side of the profit and loss column. But, behold! by some mysterious way it has almost disappeared. It is so small that we need a magnifying glass to discover it. Didn't we buy Jones' wheat with a good four cent a bushel margin; didn't we figure that we had had at least two cents in about all of the corn we had handled? The market has been pretty steady—most of the time anyway. While we had had a few drops and dips there were also "UPS" enough at least to equalize everything.

Comparing the stock book with the shipping record we find we haven't been able to ship out as much as we took. We didn't know we had paid out so much for insurance, help or for incidentals and after thinking it over we figure it out like this:

The elevator cost about \$5,000. We have about \$2,000 that we are trying to conduct the business on, making a total investment of about \$7,000. Didn't hardly think I had so much money tied up in the old plant. Never had given any thought to what this was costing me, but by looking a little farther down the line I find that it must be worth about 8 per cent per annum. Then the taxes, I had forgotten; and the repairs on the old shack. I get out another envelope, rip it open and get busy and find that the matter stands about as follows:

|                                     |            |
|-------------------------------------|------------|
| Cr. P. & L.                         |            |
| 50,000 bus. wheat at 4c per bus.... | \$2,000.00 |
| 50,000 bus. corn at 2c per bus....  | 1,000.00   |

Total profit for the year.....\$3,000.00

|                                       |           |
|---------------------------------------|-----------|
| Dr. P. & L.                           |           |
| Interest at 8 per cent on \$7,000.... | \$ 560.00 |
| Insurance on \$5,000 at 2½ per cent   | 125.00    |
| Taxes .....                           | 50.00     |

|   |            |
|---|------------|
| Fuel at 1-7c per bushel.....  | 120.00     |
| Repairs based on annual depreciation of buildings and machinery at 5 per cent .....         | 250.00     |
| SHORTAGE ON WHEAT 1 per cent at 80c .....   | 400.00     |
| SHORTAGE ON CORN 1 per cent at 40c .....  | 200.00     |
| Owner's time is worth \$60 per mo. Extra labor thro the year 4 mos..                        | 720.00     |
| Incidentals, Telephone, Telegraph, Books, Stationery, Coal for office, etc., at least ..... | 150.00     |
| Total expense .....   | \$2,735.00 |
| Net profit .....  | 265.00     |

Total .....

With crops not looking very good, with things a little out of joint with my competitor and business going bad at the nearest town how am I going to be able to take my wife on that trip to New Orleans?

This exhibit is not given as infallible, but it is my honest opinion that it will cover at least 80 per cent of the elevators in the state of Kansas. Many of us use slip-shod methods in keeping tab on the business. A large number I am told keep no books, except perhaps a check book and scale book, and with such methods as these in use it is impossible to arrive at a satisfactory conclusion. We are entitled to the best there is in everything. A simple entry of double entry book-keeping can be introduced into any office and in this way, by taking stock frequently, an intelligent understanding of the conditions can be ascertained in a few moments.

We see from the above that we bot plenty of grain thro the year that has been an actual loss to us. Conditions will arise that seem to force you to pay more than you should, you have done it, and suffered its results. Education is the best way of bettering the conditions of humanity so it is the best method of bringing about better results for the dealer. Ignorance excuses no man, but it gets a lot of us into trouble.

Mr. Brown used a blackboard to show the dealers they were making \$265 per year and they all laughed. Mr. Brown's side remarks won his audience.

Secy E. D. Bigelow, of the Kansas City Board of Trade, warned the dealers against blaming the Board with the shortcomings of non-members. He read a paper on Grain Exchanges and their absolute necessity to the economical marketing of grain.

Adjourned to 9 a. m. Friday.

## FRIDAY AFTERNOON SESSION.

The Friday afternoon session was called to order by Pres. Cox at 2:35, who asked for the reading of a paper on Scale Inspection by Geo. A. Wells of Des Moines, Ia.

Secy. Smiley read the paper, which will be published in a future number of the Journal.

J. A. Schmitz, Scale Expert of the Chicago Board of Trade Weighing Dept. exhibited a multiplying beam and read the following interesting paper:

## INSPECTION AND CARE OF SCALES.

The scale testing and the scale inspecting bureau of the Weighing Department of the Chicago Board of Trade, under the

direction of Weighmaster H. A. Foss, has grown to be quite an extensive bureau. As now organized it consists of three scale inspectors, including myself, and also one helper. It is our duty to attend to the testing of all the scales used by the department, and to keep them in good order. To assist us in our work, the department maintains a fully equipped scale shop, and a complete scale testing outfit. This outfit consists of 60,000 pounds of United States standard test weights, as well as sealing scales for keeping the ordinary test weights and hanger weights in seal. It also includes a set of fine non-oxidizing standards, by which we verify our working standards. We test all scales at least twice each year, and oftener if conditions suggest the need of more frequent tests.

During the year 1910 the Chicago Weighing Department tested 108 scales at country shipping stations, and found 64 of them or 59.3% incorrect. Much of the inaccuracy disclosed by our tests at these country shipping stations was directly traceable to neglect of the scales by the men in charge.

In this connection I am going to cite a few typical cases that I believe will interest you. To begin with I will cite an instance of an incorrect scale that was caused by inexcusable neglect. I was instructed to go to a certain country place to find out why two wagon scales did not weigh alike. There was a difference between these scales of about 35 pounds on each load of about 2800 pounds. I found the levers of one of the scales imbedded in rubbish which had been soaked with water, and had then frozen. After cleaning out the scale pit the two weighing machines weighed exactly the same.

Another case of carelessness that led to misunderstanding and trouble was that of a wagon scale pit which had been used for months as a sewer. A wash-stand had been installed in an adjacent woodshed, and all dirty water was drained into this scale pit. In consequence the pit was a filthy muck hole, and this had caused the bearings of the scale to rust out. In fact the scale was in such bad condition that I had to condemn it as beyond repair.

Another scale that I tested, which was out over 55 pounds to the load, had not been tested since its installation 11 years previous.

While it is true, no one can tell the accuracy of a scale without testing it with standard test weights, an experienced weigher, by watching the action of the scale beam, should be able to determine if the mechanism of his weighing machine is in good working order. Each weigher should keep in mind that the beam of a scale, like the pulse of the human body, is the indicator of its condition. Hence it is obvious that the motion of the beam should receive the weigher's most careful attention, especially when weighing with the scale loaded. It may require a scale man and his paraphernalia to repair a defect, but there are a number of precautionary measures the user of a scale may take with very effective results. The old maxim "An ounce of prevention is worth a pound of cure" is very apropos when applied to scales.

You should have your scales tested with a sufficient quantity of test weights at least once each year. We in Chicago use from 4000 to 10,000 pounds of test weights in testing each scale, but it is not always practicable to use that many weights at country stations. However, I want to say that it is best to have not less than 1000 pounds of test weights to test a wagon or small hopper scale, and not less than 4000 pounds for railroad track scales; and that each scale should be tested when loaded to its capacity, as well as when empty. Should your scales get out of order you should send for a competent scale man to do the work of repairing.



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Under no circumstances should you attempt to remedy an inaccurate scale by moving any of the nose irons. When you take into consideration the fact that even a competent scale inspector will not touch an adjusting iron to correct a scale except as a very last resort, you will see the danger of allowing any layman or ordinary carpenter to monkey with these adjusting irons.

I wish to emphasize the value of a close observance of the action of the scale beam when weighing. If the action be hard, if it takes a considerable amount to turn the beam, from the bottom to the top of the trig-loop, it is apparent that something is wrong, and the cause for the trouble should be sought before any weighing is performed. Where it takes a large amount to turn the beam the cause for the trouble is more likely to be found near the beam than any other place, for the reason that the levers of a scale become more sensitive there; hence it takes a smaller amount of interference to arrest or burden the action of the levers.

I have brot this model for the purpose of demonstrating to you the principle of scale leverage, but before doing so it would be well for me to quote from the "Shippers' Manual," compiled by Weighmaster Foss and his assistant, Mr. Schuyler, as follows: "Years ago, even balance scales, which consist of but one lever, were universally used, but the demand for a scale of larger capacity made it necessary to construct a scale consisting of a series of multiplying levers, hence the modern, compound lever scales. Now the even balance scale requires weights equal to the amount to be weighed, while in the compound lever scale, the leverage is so great that it takes a weight of but a small fraction of the amount to be weighed. For instance, in many of our hopper scales, this multiplication is so large that but one pound on the hanger will balance a thousand pounds in the hopper, while on some track scales, 1 pound will balance 6,000 pounds."

I have here a number of multiplying levers which illustrate the same principle as found in the levers of your wagon, hopper or track scale. Each scale has many of these multiplying levers. The plan of the scale manufacturer is to take full advantage of the system of multiplication by increasing the leverage to the greatest extent without loss of accuracy and sensitiveness. For example, the levers connected together in this model, collectively, exclusive of the beam, represent fifty multiplications. Lever number one has a multiplication of 5. Lever number three has a multiplication of 2, while lever number 2, just above, has no power in this case. It is simply used to transmit the power from lever number one to lever number three. Lever number four, on the other hand, has a multiplication of 5, the same as lever number one. Now the total lifting power of these levers is 5, multiplied by 2, the power of lever number 3, and this again multiplied by 5, the power of lever number four, equals 50.

All levers and their connections must be level and plumb for the power lines of all these bearings coincide with the plumb line. It is plain then, that it is imperative essential that all connections of a scale be plumb, as an error in the plumb line would make a corresponding error in the power line, decreasing or increasing the multiplication of a lever as the case may be.

**Suggestions on the care of scales:** We will assume that your scale has been properly installed, covered or housed, and carefully inspected and tested, and that it is correct and in good working order. It is therefore up to you, in a very large measure, to keep it so.

#### SUGGESTIONS.

1. Go over your scale very carefully each morning before doing any weighing to be certain that the platform, or the hopper, as the case may be, as well as the mechanism of the scale, are free from binds.

2. Examine your scale pit each day to see that it is clean, and keep it so. If the pit has not a proper drain install one at the earliest possible moment. The less moisture in your scale pit, the longer your scale will last.

3. Clean the notches of your scale beam and keep them clean.

4. Do not allow your hanger weights to be used for any other purpose than that of weighing.

5. See that your scale is balanced before weighing.

6. Be sure to observe the action of the beam of your scale, especially when weighing a load. See how much it takes to turn the beam. This is imperative in order to know that your scale is working freely.

7. Examine the spout leading from your hopper scale when there is a load in the scale to be certain that everything is clear; if an independent spout, see that there is plenty of clear space between the spout and the scale hopper, otherwise a binding or resting may occur when the scale is loaded.

8. Frequently assure yourself that your garner and your slides are leak proof.

9. Try the canvas on your scale hoppers from time to time to assure yourself that it is free.

10. If your hopper scale is located in a bin, examine from time to time the hopper all around when it is loaded to be sure it is clear.

11. Do not fail to make a daily examination of the dead-rail rods on your track scale, especially when a loaded car is on the scale. Sometimes these dead-rail rods cause trouble by binding against the scale platform.

12. Examine the ends of the rails on track scale platforms after the car is set for weighing to see that they are clear of the outside frame.

13. Never overlook an opportunity to make a test from end to end on your track scale to see if there is any variation between the different sections.

14. Do not fail to examine the clearance around the fifth lever truss-rod of your track scale each day. This is the lowest point of a track scale; therefore is more likely to be obstructed by dirt or foreign matter in the scale pit.

15. Do not allow engines to run on the rails of your track scale.

16. Do not overload your scale.

17. Do not monkey with the adjusting irons of your scale, or allow anyone else to do so.

H. L. Strong of Conway Springs read a paper on Excessive Telephone Rates from which we take the following:

#### Excessive Telephone Rates.

The records of the 'Phone Companies show that the grain dealers pay more for telephone service than all others combined.

**Lack of thru Rates.**—One reason for excessive rates is the great many mutual and co-operative lines many independent lines which must be joined together before certain points can be reached. There seems to be no law to force these different mutual and co-operative and independent lines to make physical connection with each other or with the regular Public Service Corporation lines, so in some cases it is necessary to go a long way round to reach a nearby point, thereby making the rate excessive.

In many cases the different phone lines can be induced to make physical connection with each other, but they will not agree to a reasonable thru joint rate so the rate is based on the sum of two or three locals.

**Poor Service.**—Overtime makes the rate excessive. Too often the service is very poor and it is so hard to hear that it is necessary to do considerable repeating. On most of the calls it is necessary to con-

sume a certain amount of time in ascertaining the name of the party calling.

**Quantity service rate** is far in excess of what it should be.

A few years ago the Bell Telephone Co. sold 'phone service in quantity by use of coupons in value of \$100 for \$80. They also made special reduced rates for night service. They have some time since discontinued the reduced rates for night service, also withdrawn the sale of coupons and reduced rates of every form for quantity service or otherwise, claiming it is a violation of the law, even though this was open to everybody alike. Now it is very evident that this is only a subterfuge and a very flimsy one at that, and they are only doing this because they think they can, and because they think the interest in the matter is so scattered that it will never be concentrated sufficiently to do anything to cause them to grant concessions. That is just where we hope to "beat their game" by interesting and securing the united strength and efforts of the Kansas Grain Dealers Ass'n as an organization also all other grain and mill men of the state and by pulling together, accomplish something definite and lasting good.

The Western Union Telegraph Co. sells the C. N. D. market information for \$12 per month, which at the regular rates would cost about \$50 or more. This telegraph company sends a 50-word night letter for what we formerly paid for ten words which is a big concession. Most street car companies will sell transportation in quantities. The steam railway systems will sell passenger transportation to several persons at a "party rate" very much lower. The steam railway systems will sell freight transportation per hundred weight in car lot quantities for a considerable reduction. Electric light, gas, and water companies all sell their products in large quantities for much less.

The rates of most public service corporations are controlled by stipulations in their franchises or by Interstate Commerce Commission or some public utilities commission, but not so with the long distance telephone. The question arises, why are not the companies operating long distance phone lines controlled in the same way?

I know of some two or three grain dealers in Kansas whose long distance phone service totals from \$300 to \$600 per month and every grain dealer called by phone included in this \$300 to \$600 per month expenditure generally gets information of some benefit to him without cost. Every dealer appreciates that it pays to keep posted right up to the minute. Every dealer should realize that if 'phone service in quantity could be obtained at a considerable reduction from present rates more dealers would go to the expense of calling them by 'phone and make them bids.

J. A. Pribble moved that a Com'te be appointed to confer with the telephone companies in hope of securing lower rates and improved conditions surrounding the telephone service. Carried.

The President appointed as a Telephone Com'te H. L. Strong, Conway Springs; J. A. Pribble, Salina; and Ed Kelly, Wichita.

Secy Smiley read his annual report from which we take the following:

#### SECRETARY'S REPORT.

At the time of our last annual meeting, a number of Nebraska Grain Dealers were present and were apparently favorably impressed with the work accomplished by the Ass'n as they requested that an effort be made to organize the part of Nebraska, known as the South Platte Country, and if successful make it a part of the Kansas Ass'n. In compliance with their re-



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quest, and with the consent of our Board of Directors, meetings were called at Fairbury, Hastings and Auburn, Nebr., which were well attended, and it was the consensus of opinion that in order to improve conditions, organization was necessary. It was freely admitted that the interests of the Kansas and Southern Nebraska dealers were identical, they having the same markets and as two main lines of railroad run parallel across both states a closer relation and better understanding was necessary between the dealers on these two lines of road. A number of local meetings have been held in Nebraska and as a result of these meetings, we now have seventy-five individuals and firms operating in Nebraska, members of our Association. It is my opinion that when the Nebraska dealers become more familiar with the objects of the Association, and the benefits to be derived, they will gladly give the Ass'n their moral and financial support.

A number of Nebraska dealers are present at this time and will doubtless express their views as to the advisability of the following suggestions. Our Constitution and By-Laws should be amended to permit of representatives from Nebraska being placed on our Board of Directors. I would suggest, first that Section 1, Art. 1 of our Constitution be amended to read, "This shall be a voluntary Association and known as the Inter-State Grain Dealers Ass'n."

Second, that Section 1, Art. 5, be amended to read as follows: "The officers of this Ass'n shall consist of a Pres., Vice-Pres., Sec.-Treas. and six other members of the Ass'n, four to be elected from Kansas and two from Nebraska." This would give the Nebraska dealers equal representation on the Board of Directors according to territory. If this suggestion meets with the approval of those present, it should be submitted to a vote at this session.

**SCALE INSPECTION:** Shall this Ass'n employ one or more scale inspectors for the purpose of having them inspect the wagon and house scales of country dealers? That many scales in use at country points do not receive proper attention from their owners will not admit of a doubt. That there are dealers who conclude that as their scales were weighing correctly last year, they must be weighing correctly now. That an inspection of scales by competent scale inspectors once or twice a year would remove any reasonable doubt as to the correctness of such scales. But the important question is whether such a department could be made self-supporting and whether the dealers receiving the service would be willing to pay the actual cost of same remains to be known. Some of the carriers have the past year refused to entertain claims for alleged loss in transit unless it could be shown that the scales over which the grain had been weighed prior to shipment had been tested and found weighing correctly within a year before such shipments were made. I have no doubt but what some plan can be worked out to cover the expense.

**GRAIN INSPECTION:** From the reports received during the last season, we are forced to the conclusion that the Kansas Grain Inspection Department has failed to render the service expected of it, and instead of an improvement under new management, the service is less satisfactory now than at any time since the department was created. We contend that a great injustice is being done to the shippers to this market. We have filed numerous complaints about the lack of proper and efficient service by the Kansas Department without any results. It goes without saying that regardless of how good the Kansas wheat may be with the Kansas Inspection certificate of number 4, it will not go in competition with grain of like kind from other markets carrying

grade of number 3. This causes the shippers and producers of Kansas many thousands of dollars loss and will cost them much more if persisted in by the Kansas Department.

In addition to this, there is the arbitrary charge of inspection grain a second time going into public elevators, which is an imposition, as the buyer of the grain will not accept it if not equal to the grade by which it was purchased. This is an added expense that is of no benefit to the buyer, State of Kansas or anyone, but imposes an additional charge on producers and shippers on grain going into the State of Kansas for unloading. We are of the opinion that the system employed by the Kansas Grain Inspection Department is largely responsible for these conditions. We are reliably informed that Chicago and Minneapolis, two of the largest grain markets in the world, have little trouble with inspection since adopting office inspection. So long as inspectors are compelled to go from car to car in the railroad yard and while subjected to the many varying weather conditions of heat, cold, rain and snow, to examine the contents of each car by them found containing grain, such examination to be made hastily, how can we expect reliable service? A track inspector being isolated from other inspectors and working alone, must necessarily depend upon his individual judgment and in a sense is a law unto himself. The Chief Grain Inspector, under the present system, seldom ever has the opportunity of personally reviewing the work of his deputies and when complaints are filed, he has no means of knowing to a certainty whether the inspector is at fault or the complainant.

A bill has been introduced known as the Administration Bill, which provides for an advance in the fees for weighing and inspection. The bill further provides that the fee for inspecting and weighing shall be one cent per thousand and as the average capacity car at this time is eighty thousand pounds, the average charge for inspection and weighing would be \$1.60 per car. Nor is this all. The bill further provides that when duplicate certificates are ordered there shall be a charge of ten cents, moisture test, fifty cents, extra samples, twenty-five cents and re-inspection, fifty cents.

The inspection department estimates the cost of maintaining a department to be \$58,920, per annum, and as the deficit for the last fiscal year, was only \$9,922, we can see no valid reason for such a radical increase in fees. The question of competent grain inspection must be solved by the shippers and receivers as the politicians will never do it.

**FARMER ELEVATOR COMPANIES:** The prejudice of the farmer elevator companies towards our Ass'n is fast dying out as evidenced by the fact that over sixty of them are now members of our Ass'n and their managers and officers attend our local and annual meetings and take part in the proceedings. In some instances, when I have called on their managers, they still cling to the idea that our organization is detrimental to their interests but when pressed for a reason, they are unable to assign one. We think it only a matter of a short time until all country interests will be working in harmony as they are commencing to realize that if they hope to succeed they must do this.

**TERMINAL DOCKAGE:** This question of dockage has been up for discussion at every annual meeting of the Ass'n for the past thirteen years, but has been finally settled by the recent decision of the Supreme Court of the United States. This means a saving to the shippers to this market approximating \$70,000 per annum.

**DESTINATION TERMS:** During the past year, we have urged members to insist on knowing the destination of ship-

ments before confirming sale. Several of our members have had experiences along this line the past season, that they are not likely to forget. Their shipments were forwarded to Texas and points in the Southeast and weighed out over wagon scales in small lots, falling short of shippers weights. Having confirmed sales, "destination weights," their only recourse was against the carrier and as no report was made of the physical condition of the car on arrival, the carriers were slow in entertaining claims. It is your right to know before accepting bids, where and how your grain will be weighed and if the purchaser cannot give you the destination and guarantee official weights, you better accept less money and refuse to confirm the sale.

**RAILROAD CLAIMS:** With the exception of one line, the carriers operating in Kansas and Southern Nebraska have shown a disposition to recognize and pay all claims for loss in transit where accompanied by evidence that loss actually occurred. The line referred to is the Union Pacific. Several suits have been brought against this company and without a single exception so far as we know, judgment has been obtained and paid including costs. They appear to work on the theory that only a small proportion of the shippers have the nerve to commence suit and they had better pay the costs in the few suits instituted than pay claims presented even if they have merit. If all shippers sustaining loss would promptly bring suit in Justice Court, when claims are refused, we believe the operating department of this line would improve their equipment and pay promptly all claims presented having merit.

We have had a bill prepared and introduced in the Kansas Legislature making any common carrier receiving property for transportation from one point in the state to another point in the state, liable to the owner for loss or damage regardless of the connecting line or lines over which the shipment must pass to reach destination and for failure or neglect refuse to pay any liability within sixty days after demand is made, shall be liable to the owner for such property with a reasonable attorney's fee to be fixed by the court, and recovered as a part of the judgment in any action brought. If this bill is enacted into law, more of the shippers will demand their rights.

**LOCAL MEETINGS:** Local meetings have been held throughout the state and southern Nebraska during the past season and with two exceptions have been well attended. We believe these local meetings necessary and in fact do not believe that an organization of this kind can be maintained without holding such meetings, as you bring those that are in direct competition with one another together and dispel the idea one may have, that his competitor is the black sheep of the business community, as he may find that his competitor thinks the same of him.

**TRACK BUYERS:** The migratory track buyer has been in evidence the past season at a number of stations in Kansas and Nebraska but owing to the trend of the markets, few if any of them handled any quantity of grain. As of yore, these fellows put in an appearance immediately after harvest, when there is a free movement of grain and as soon as the rush is over, depart to await another harvest season. These pirates could not do business unless encouraged by firms holding membership on the different Boards of Trade. In the future we will make known to our members the names of firms who handle this class of business. We believe no firm can be compelled to pay shippers draft, even if bill of lading is attached. Individuals and firms engaged in any other line of business are quick to resent interfer-



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ence with their business and most incorporated towns have ordinances compelling migratory merchants to pay a license to dispose of their wares.

**PAYMENT OF DUES:** During the past year the cost of collecting delinquent dues by sight draft amounted to \$51.85. This is a useless expense to the Ass'n and would have been saved if our members had sent check instead of compelling us to make collection by draft. Section 2, Art. 7, of our Constitution provides that dues shall be paid quarterly. I would recommend that this section be amended to read, "the dues for this Association shall be \$12.50 per annum, paid semi-annually. I make this recommendation believing it will mean a saving of \$25 to \$30.00 per annum to the Ass'n and will be more satisfactory to our members.

In conclusion, I wish to thank each member of this Association for their support and the many courtesies shown me during the past year.

Chief Inspector Gorden challenged the statements of Secy Smiley in regard to his department and assured the dealers that politics had nothing to do with the selection of inspectors. The state is losing about 20 cts. on each car it inspects. Our men earn and shud have more money than they are getting.

Secys report received and filed.

A motion to amend the Constitution so as to change the name of the ass'n to Interstate Grain Dealers Ass'n was tabled.

A motion to amend the by-laws, as recommended by the Secy, so as to give Nebraska dealers two members of the directory was adopted.

A motion to amend the by-laws, as recommended by the Secy to provide for the collection of dues semi-annually was carried.

Secy Smiley read the following financial report:

#### FINANCIAL STATEMENT.

| RECEIPTS.                               |                |
|---|----------------|
| Balance January 1st, 1910.....          | \$ 403.57      |
| Received for membership.....            | 600.00         |
| Received for dues.....                  | \$4,112.00     |
| Less Exchange.....                      | 51.85 4,060.15 |
| Advertising and directories.....        | 278.50         |
|   | \$5,342.22     |
| DISBURSEMENTS.                          |                |
| Rent.....                               | \$ 122.50      |
| Telephone.....                          | 77.55          |
| Taxes.....                              | .74            |
| Postage.....                            | 235.00         |
| Telegraph.....                          | 1.96           |
| Office supplies.....                    | 105.81         |
| Printing.....                           | 359.95         |
| Dues to National Industrial League..... | 20.00          |
| Legal advice.....                       | 7.50           |
| Directors expenses.....                 | 41.60          |
| Secretary's traveling expenses.....     | 646.10         |
| Stenographer's salary.....              | 483.00         |
| Secretary's salary.....                 | 2,600.00       |
|   | \$4,701.71     |
| Balance Jan. 1st, 1911.....             | 640.51         |
|   | \$5,342.22     |

Mr. Thompson of the Auditing Com'te reported the statement correct. Adopted.

J. A. Pribble of the Arbitration Committee reported on seven cases submitted. All but one was decided and that is still under advisement. Report accepted.

W. C. Brown, chairman of the Resolutions Com'te presented the following resolutions, which were adopted:

#### RESOLUTIONS.

##### SCALE INSPECTION.

WHEREAS, The members of this Ass'n feel the need of a better scale inspection, therefore, be it

RESOLVED, That we endorse the ideas brot out in the paper of Secy Smiley and recommend that they be put in operation by this Association as soon as practicable.

##### OFFICE INSPECTION.

WHEREAS, Office inspection of grain as practiced in Chicago, Minneapolis and other large markets, has proven so very efficient and satisfactory, and

WHEREAS, We believe conditions in Kansas justify its adoption in this state, therefore, be it

RESOLVED, That we urge the Chief Inspector to adopt this practice, and perfect its organization before July 1, 1911. And we further recommend that all inspectors and their deputies be placed under Civil Service rules.

##### THANKS TO BOARD OF TRADE.

WHEREAS, The Kansas City Board of Trade has again demonstrated its hospitality by the dinner and the entertainment given our members, thereby contributing to the success and pleasure of the meeting, be it

RESOLVED, The thanks of the Association be, and hereby are, extended to the Kansas City Board of Trade for its entertainment, and for the friendly spirit in which it was carried out. Also be it

RESOLVED, That this resolution be sent to the Secretary of the Kansas City Board of Trade.

##### CROP IMPROVEMENT.

RESOLVED, That the Kansas City Grain Dealers' Ass'n hereby endorse the National movement for a larger yield of better grain and agree, both as an Association and as individual members, to co-operate with the Crop Improvement Committee of the Council of North American Grain Exchanges in every way possible in fostering a better selection of seed, preparation of seed bed, rotation of crops, and in a general introduction of better cultural methods.

##### NEBRASKA DEALERS SHUD JOIN.

RESOLVED, That the Delegation present from the South Platte Country of Nebraska, realizing the benefits derived through the work of the Kansas Grain Dealers Ass'n, and through the persistent efforts of E. J. Smiley, the Secretary, we believe that it would be to the interest of all grain dealers in the South Platte, Nebraska, territory, to join the Kansas Grain Dealers Ass'n.

Realizing the benefits derived from the local meetings held in our Territory by Mr. Smiley, we request him to continue them in the future, and we will accord him all the assistance in our power. (Signed) S. J. Owens, Chairman, Nebraska Delegation.

The vote on President resulted in 26 for W. C. Brown of Beloit and 27 for R. E. Cox of Elsmore. Mr. Brown moved that the election of Mr. Cox be made unanimous.

Mr. W. C. Brown was elected vice-pres. without opposition.

E. J. Smiley of Topeka was elected Secy for the coming year by a rising vote.

The directors selected were S. J. Thompson, Holton; Perry N. Allin, Coffeyville; Ed Kelly, Wichita; M. S. Graham, Zurich; S. J. Owens, Hastings,

Nebr., and E. Bossmeyer, Superior, Nebr. Adjourned sine die.

#### THE BANQUET.

A fitting climax to the convention was a banquet given the Ass'n by the Kansas City Board of Trade at the Coates House, Friday evening.

The parties responsible for the feed and the roast, who were delegated to receive complaints from the roasted were J. L. Root, S. P. Hines, Wm. Murphy, Frank Barrett and D. L. Croysdale.

The Discord Group, who dispensed Intermittent Torture with apologies to K. C. Jones, were Sig. Harold Spencer, Mr. E. H. Seaver, Mr. G. A. Moore, Mlle. Frank Barrett and Mr. P. F. Cary.

For a change the ladies honored the occasion with their welcome presence, and the show was run according to the following schedule:

##### Me and You.

Cold New Orleans Bivalves  
Hot Tomato Dip

Alfalfa Stems Irish Plums

Kansas Corn Fed with Toad Stools  
Kaw Spuds a la Creamery Curds

Bleached Alfalfa Leaves French Smear

Congeaed Bovine Extract Assorted Chips

##### Essence of Chicory

Cigars Cigarettes  
Habana (Flat Dutch) Egyptian (Curled Hair)

Chief of the Inquisition... F. G. Crow-well  
Assistant Executioners:

P. C. Moss (Our President)  
..... (Your President)  
G. H. Davis (Our 1st Vice)  
R. E. Cox (Your Ex-President)  
R. J. Thresher (Our 2d Vice)  
E. J. Smiley (Your Scribe)

Some more of you and some more of us:  
W. F. McCullough, C. A. Wallingford, C. P. Neal, W. C. Brown, T. L. Hoffman, Wm. Murphy, W. S. Washer, C. M. Linn, J. L. Root, J. E. Hughes, Perry N. Allin, C. W. Wright.

The tortured: "You All."

#### CONVENTION NOTES.

C. R. Decker represented the Milwaukee Bag Co.

Iowa's delegation included B. A. Lockwood, Des Moines.

Identification badges were supplied by the Grain Dealers National Mutual Fire Ins. Co.

The dealers were so late in assembling Friday morning, the officers did not attempt to hold a session.

Texas grain dealers present were J. L. Lee of Bonham, E. G. Rall of Ft. Worth and J. C. Whaley of Gainesville.

Pencils were distributed by The Hinds & Lint Grain Co., Ernst-Davis Grain Co. and The Philip Smith Mfg. Co.

Matinee and dinner parties, as well as privately conducted sightseeing trips kept many from the sessions. The good fellows are blamed.



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Wichita was represented by W. H. Hastings of Hastings & Co., Edward Kelly, W. F. McCullough of the McCullough Grain Co., E. K. Nevling and H. L. Stover of the Western Grain Co.

D. R. Gorden, chief grain inspector of Kansas City, Kan., and supervising inspector B. J. Stubblefield represented the Kansas Dept.

In attendance from Omaha were A. H. Bewsher, Geo. A. Roberts of the Roberts Grain Co.; L. P. Roberts and E. H. Weckbaugh of the Updike Mfg. Co.

Insurance men in attendance were W. M. Sloan, C. R. McCotter, E. A. Wiley and F. S. Rexford of the Grain Dealers National Mutual Fire Insurance Co.; Rollie Watson and H. A. Brunagel of the Millers Mutual Fire Ins. Ass'n of Ill.

Machinery men in attendance were C. McNulty and W. P. Buchan, repts. Richardson Scale Co., Ben Ordway, repts. Avery Scale Co., L. W. Witt; M. J. Young of Philip Smith Mfg. Co. and R. B. Taliaferro, of Fairbanks, Morse & Co.

Souvenirs distributed: A celluloid pocket rule by the Richardson Scale Co.; a pocket mirror by the Roberts Grain Co., a cake of soap by Philip Smith Mfg. Co., a ring puzzle by Croysdale Grain Co., ink-wells by the Logan Bros. Grain Co.

Chicago's delegation included J. A. Schmitz, Scale Expert of the Board of Trade Weighing Dept., A. W. Lloyd of the Appeals Com'ite, J. W. Turner of the Inspection Dept., P. S. Goodman and Bert Ball of the Crop Improvement Com'ite.

A number of farmers elevator company managers were in attendance but Perry S. White of the Frizell Grain & Supply Co. was the only one whose expenses were paid by his company. Evidently the Frizell Co. wants all the information obtainable.

Oklahoma sent D. J. Donahoe, Ponca City; Frank Foltz, Blackwell; G. A. Lyman, Vinita; J. H. McKiddy, J. W. McSpadden, Tahlequah; P. J. Mullen, Oklahoma City; C. F. Prouty, sec'y Oklahoma Grain Dealers Ass'n, Oklahoma City; W. M. Randels, Enid; C. J. Stuart, Adair; C. V. Topping, Oklahoma City and W. O. Wheeler of Weatherford.

Nebraska dealers in attendance were: A. M. Anderson, Norman; S. J. Brenner, Hastings; Guy Briggs, Hastings; O. A. Cooper, Humboldt; John A. Dobbs, Virginia; C. P. Ellis, Ellis; L. O. Graham, Glenville; Edgar Eno, Danbury; Roy Haycock, Fall City; C. E. Hill, Hastings; W. E. Hotchkiss, Hastings; D. C. Houck, Fairbury; E. P. Hubbard, Juniata; C. Jansen, Hastings; C. A. Johnson, Holdrege; M. Johnson, Funk; A. R. Kinney, Ravenna; L. B. Koenig, Harbine; C. H. Meyer, Plymouth; S. J. Owens, Hastings; John Selk, Gladstone; H. B. Smith, Lincoln; J. A. Smith, Ulysses; L. A. Spelts, Prosser; J. H. Stein, Hastings; M. J. Stoetzel, Roseland; C. H. Taylor, Curtis; E. G. Taylor, Loup City; P. J. Thiessen, Jansen, and O. C. Thomas, Danbury.

Kansas dealers in attendance were: P. N. Allin, Coffeyville; J. E. Andrews, Corden; F. E. Arpin, Damar; E. N. Bailey, Baileyville; W. S. Ballard, Hazelton; D. W. Becker, Meriden; A. H. Bennett, Topeka; J. M. Black, Lebo; A. D. Blanchard, Topeka; F. B. Bonebrake, Osage City; J. C. Bradley, Rossville; W. C. Brown, Beloit; M. Chamberlain, Beverly; L. Cortelyou, Muscotah; S. Cravin, Summerfield; H. L. Cox, Cedar Vale; J. C. Davis, Winfield; F. A. Derby, Sabetha; J. R. Demmett, Grenola; J. M. Decker, Concordia; J. F. Denton, South Mound; J. Dobbs, McLouth; R. W. Dockstaeder, Cawker City; H. B. Dougan, Perry; L. A. Dutton, Burlingame; W. C. Evans, Schroyer; J. Gilkeson, Burlingame; M. S. Graham, Zurich; J. Hayes, Winfield; J. E. Hughes, Culver; G. B. Harper, Silver Lake; W. I. Hammel, Moran; R. L. Hall, Pittsburg; C. M. Jackman, Wichita; C. Janssen, Lorain; C. A. Kalbfleisch, Harlin; W. J. Kaull, Glen Elder; I. B. Kirkpatrick, Oswego; C. D. Kinnear, Powhattan; W. E. Kliesen, Dodge City;

G. W. Lawrence, Larned; J. A. Lyons, Langdon; J. B. McClure, Fowler; S. C. McKnight, Olathe; O. H. McNulty, Thayer; J. H. Machin, Wamego; C. D. Marshall, Clifton; C. H. Meyer, Plymouth; P. D. Miller, Russell; F. Montgomery, Stockton; D. W. Mowrey, Gardner; W. C. Peterson, Reserve; I. A. Pribble, Salina; H. B. Ragan, McLouth; L. E. Raymond, Douglas; J. Rawlins, Winfield; J. C. T. Selk, Gladstone; A. L. Scott, Pittsburg; C. A. Smith, Wellsville; E. G. Spaulding, Burlingame; C. G. Smith, Hutchinson; J. M. Storer, Alton; E. M. Stull, Falco; H. L. Strong, Conway Springs; S. J. Thompson, Holton; J. J. Wilson, Moran; C. A. Wallingford, Ashland; W. S. Washer, Atchison; H. Westerman, Kensington; H. W. Wickham, Salina; R. E. Weaver, Simpson; F. C. Wegener, Rock Creek; T. S. Wise, Reserve; W. O. Woods, Liberal; H. Work, Ellsworth; W. S. Yundt, Arlington.

## THE EXCURSION.

At 4:30 this morning the special train of the Ass'n left over the Frisco for New Orleans and The Mardi Gras, where the dealers will spend four days. Among the dealers on the train from Kansas and elsewhere were:

Mr. and Mrs. W. A. Miller, Anthony; Mr. and Mrs. J. F. Lukert, Sabetha; Mr. and Mrs. H. L. Cox, Cedarvale; Mr. and Mrs. E. J. Smiley, Topeka; R. E. Smiley, Topeka; H. Hidelt, and P. J. Thiessen, Jansen, Nebr.; Mr. and Mrs. F. Montgomery, Stockton; Mr. and Mrs. C. E. Watkins, Kansas City; Mr. and Mrs. M. W. Dasbaugh, Cedarvale; Mr. and Mrs. W. C. Goffe, Kansas City; David Lukens, Atchison; Mr. and Mrs. Charles S. Clark, Chicago, Ill.; Mr. and Mrs. A. L. Fisher, Hudson; Mr. and Mrs. H. Work, Ellsworth; Mr. and Mrs. J. H. Dougan, Perry; Mr. and Mrs. S. H. Miller, Kansas City, Mo.; H. McKnight and Wm. Howe, Topeka; Mr. and Mrs. C. W. Wright, Wichita; Mr. and Mrs. E. C. Waldo, Ellis; R. R. Hall and W. A. Krause, La Crosse; C. H. Paul, E. A. Twidale, S. J. Owens and Chas. Hill, Hastings, Nebr.; Mr. and Mrs. C. A. Wallingford, Ashland; Jos. Palmer, O. L. Mitten, Wray, Colo.; Mrs. C. B. Hoffman and T. L. Hoffman, Enterprise; Mr. and Mrs. John F. Jones, Wakeney; John McManus, Goffs; Mr. and Mrs. M. S. Graham, Zurich; Mr. and Mrs. J. J. Comer, Willis; Thos. Hatfield, Valley Falls; Mr. and Mrs. W. F. McCullough, Wichita; Mr. and Mrs. W. H. Connett, Axtell; Mr. and Mrs. E. A. Wiley, Indianapolis, Ind.; Mr. and Mrs. M. Chamberlain, Beverly; A. F. Abernathy and F.

M. McCauley, Scottsville; J. B. Vosburg, Lewis; Ben Ordway, Kansas City, Mo.; S. J. Thompson, Holton; R. E. Cox, Elsmore; D. W. Becker, Meriden; W. S. Washer, Atchison; Mr. and Mrs. F. D. Sperrey, Ellsworth; W. F. McDermott and Geo. T. McDermott, Topeka; D. L. Croysdale, Kansas City, Mo.; Mr. and Mrs. R. E. Herrington, Baker; Mr. and Mrs. J. J. Wahl, McPherson.

## NEW ELEVATOR AT WELDON, ILL.

A very compactly built elevator has recently been completed at Weldon, Ill., by the L. F. Webb Grain Co. The house is 36 ft. square and 55 ft. high, with cupola above. The 25,000 bus. storage is divided among 5 bins, all hoppers to clean themselves.

The machinery comprises two stands of elevators with 15x7 ear corn buckets, rope drives, friction clutches and 2,000-bu. Sonander Automatic Scale. In a building of this height the Western Manlift with which it is equipped is found a great convenience. The two dumps feed direct into the elevator boots, the turn heads are ball bearing and cars are loaded by gravity thru a 10-in. steel spout.

One day the I. C. R. R. on which the house is located supplied 10 cars and Mr. W. A. Webb, who is owner of the company, loaded 13,000 bus. of corn into them in 8 consecutive hours. The Union Iron Works supplied the machinery.

Canadian reciprocity talk is undoubtedly hurting grain values. It is, if nothing more, creating a waiting disposition, with buyers holding off, especially as far as wheat and flour is concerned. Free trade with Canada is certain to cause considerable setback in grain, and consequently in land values, especially in the Northwest. The large area of unimproved land in Canada, just north of the Dakota line, and west, is the best of evidence of the lack of a market for Canadian grain.—Somers, Jones & Co.



New Elevator of L. F. Webb Grain Co., Weldon, Ill.



# Grain Trade News

## ARKANSAS.

Jonesboro, Ark.—The Jonesboro Roller Mill Co. will build a 50,000-bu. steel and concrete eltr. soon.

## CALIFORNIA.

The California legislature has passed a bill enlarging the powers of the state R. R. Commission, conferring on it the right to determine actual rates and not merely maximum rates. The commission's rulings are enforceable under contempt proceedings and no appeal can be made except on constitutional grounds.

## CANADA.

Crossfield, Alta.—Thomas Fitzgerald is endeavoring to get some company to build an eltr. at this point.—R. F. R.

Winnipeg, Man.—The Winnipeg Grain Exchange has appointed a committee to consider what changes should be suggested in the present grain and inspection acts, in view of the proposed reciprocity legislation.

Fort William, Ont.—A grain market, on the floor of which grain will be sold by sample, is being organized by leading grain men on lines similar to those of the Winnipeg market. The project has long been considered and action was precipitated by the proposed reciprocity agreement.

Winnipeg, Man.—At a recent meeting of the board of directors of the Manitoba Grain Growers Ass'n a committee was appointed to wait on the council of the Winnipeg Grain Exchange and request a reduction in the commission for handling oats to ½c per bu. and ¾c per bu. for barley.

Regina, Sask.—Premier Scott has introduced a bill to incorporate the Grain Growers Eltr. Co. of Saskatchewan. The bill is designed to give effect to the findings of the Eltr. Commission and makes provision for the international eltr. problem in the province. Members of the executive of the Sask. Grain Growers Ass'n are created a body corporate and politic, to which the government is authorized to advance a loan not to exceed 25 per cent for the cost of each eltr. purchased or constructed by the company and to make it a grant to cover expenses incurred in its organization or that of local bodies of shareholders who support an eltr. at any point in the province.

Ottawa, Ont.—Sir Richard Cartwright's grain bill, now before parliament, provides for the appointment of an independent commission of three for a term of ten years, who shall reside either at Fort William or Port Arthur and have the same extensive jurisdiction over transportation, storage and inspection of grain that the railway commission has over railroads. They can declare which are terminal eltrs. With the consent of the government and on appropriation made by parliament for that purpose they may lease, purchase, or expropriate any terminal eltrs. or may build new eltrs. This board can make rules and regulations respecting grain without the consent of the government being required. Railway and steamship companies are required to give free transportation to the grain commissioners and to members of their staff. The bill provides severe penalties, including imprisonment, for mixing and similar offenses against the grain act. The minimum penalty is a fine of \$5,000. Fines up to \$20,000 may be imposed for the first offense. Eltrs. where offenses are committed are liable to lose their licenses for a year in addition to other penalties.

## COLORADO.

East Lake sta., Denver p. o., Colo.—The Colorado Mfg. & Eltr. Co. has had a 20,000-bu., subdivided-tank concrete eltr. with six bins built by the Finton Construction Co.

## ILLINOIS.

Woodhull, Ill.—Farmers are organizing an eltr. company here.

Ridge Farm, Ill.—Farmers are preparing to incorporate a company and build an eltr.

El Paso, Ill.—The El Paso Farmers Eltr. Co. has engaged W. C. Nelson of Byron to manage its eltr.

Delrey, Ill.—Madden Bros. will open their new eltr., just completed by McAllister & O'Connor, Feb. 25.

Mason City, Ill.—The report that J. A. McCreery & Son had sold their track-buying business is an error.

Bonfield, Ill.—Eugene Schmedt, a farmer living near this village, has purchased the eltr. of Risser & Rollins.

Springfield, Ill.—The annual meeting of the Illinois Farmers Co-operative Eltr. Ass'n will be held at this city Mar. 7, 8 and 9.

Sherrard, Ill.—After Mar. 1 Chas. A. and Samuel Clark will conduct their grain business and other interests under the firm name of Clark Bros.

Peoria, Ill.—C. W. Buckley of Buckley, Pursley & Co. and A. D. Rhinesmith have applied for membership in the Board of Trade.—John R. Lofgren, sec'y.

Gibson City, Ill.—A fire discovered at 11 o'clock in the evening of Feb. 14 destroyed the eltr. of the Shellabarger Eltr. Co.; loss, \$15,000 including grain, fully insured.

Putnam, Ill.—Putnam Grain Co. incorporated by Henry W. Downey, David Bachman and William Drake to deal in grain, coal, lumber and live stock; capital stock, \$10,000.

Leland, Ill.—The Leland Farmers Eltr. Co. has leased the house of the Neola Eltr. Co., which has been operated under lease by O. M. Danielson, who will continue to conduct the business.

Kirkwood, Ill.—About 30 farmers are planning to organize a company and build a large eltr. here. Ralph Tinkham, Walter Oaks, Willard S. Brown and Andrew H. Pape are actively interested.

Hendrix sta., Bloomington p. o., Ill.—Mrs. Lucile Karr has returned from her position in the millinery store in Bloomington to her former occupation of weighing grain for the Hasenwinkle Grain Co.

Kewanee, Ill.—W. B. Cavanaugh of Bradford has bot the grain business of F. E. Janes, who retires on account of poor health. Mr. Cavanaugh will move his family here and take charge of the eltr. himself.

Bethalto, Ill.—J. E. Kelsey of Alton, who formerly lived here, bot the property of the Farmers Eltr. & Produce Co. of Bethalto at auction, Feb. 16. He offered \$2,800 for the eltr. and \$520 for the lumber yard site and sheds.

Burnside, Ill.—J. W. Outhier has taken over the management of the Burnside Eltr. Co. here and at La Crosse, Ill. T. C. Butler and P. F. Bolton will retire from the firm to give attention to their private interests.

Mt. Carmel, Ill.—Mr. Rickard of J. Rickard & Son was married at Danville, Feb. 13. They will keep house in this town. He operates an eltr. in Indiana just across the Wabash River from his home town.—S. W. Strong, sec'y Ill. G. D. A.

Oneida, Ill.—At the annual meeting of the Farmers Eltr. Co., Feb. 15, an increase of capital stock was discussed, to enable the company to build on the site purchased last year. It now leases the eltr. of George S. Dole. Hugh Gregg is pres.; C. M. C. Brown, sec'y.

Peoria, Ill.—The Board of Trade has adopted resolutions opposing Canadian reciprocity legislation affecting the admission of wheat, oats and barley into the United States free of duty. The distilling interests alone favored the passage of the reciprocity measure.

Parnell, Ill.—The eltr. of the Ike Livingston Grain Co., known as the "East Eltr.," burned early in the morning of Feb. 11. Loss on building and machinery about \$5,000; insurance, \$4,000. The eltr. contained about 3,500 bus. of corn, fully insured. The company intends to rebuild.—D. M. McGraw, mgr. I. L. Grn. Co.

Gardner, Ill.—Edward M. Edmonds, C. J. Schrotberger of this place and Fred Gantzert of Dwight are endeavoring to organize a farmers' company to build an eltr. on the Alton between the two towns, which will serve a large territory, as the nearest farmers' eltr. is at Cardiff, nine miles away. They will call their company the Goodfarm Grain Co.

Patton sta., Mt. Carmel p. o., Ill.—We are having a corn crib and warehouse built for us at this station by the Burrell Eng. & Const. Co., in addition to eltr. with feed grinding machinery.—H., Allendale M. & Eltr. Co. A Constant Safety Manlift will be installed in the only available space, between the eltr. legs, a distance of 30 ft., platform of lift 22x30 in.

The following have recently been admitted to membership in the Ill. Grain Dealers Ass'n: Thomas L. Aldridge & Son, Aldridge sta., Wolf Lake p. o., Ill.; and Kohly & Co., commission merchants, Havana, Cuba. The latter's desire to join is an evidence of how the Illinois organization is regarded thruout the country on down into Cuba.—S. W. Strong, sec'y Ill. G. D. A.

Sibley, Ill.—Joseph S. Hunn, one of the trustees of the Sibley estate, after a conference with C. G. Rohrer, assistant mgr., stated that a new storage eltr. for oats would probably be erected but not as large as the one recently burned, on account of the spacious new cribs for the Sibley Grain Co. Much of the grain that went thru the fire has been shipped to a salvage eltr. in Minneapolis.

Peoria, Ill.—Receipts of grain during January included 55,733 bus. of wheat, 2,084,198 bus. of corn, 438,400 of oats, 30,800 of rye and 256,800 bus. of barley. Shipments included 39,000 bus. of wheat, 1,176,394 of corn, 545,150 of oats, 16,995 of rye and 124,094 bus. of barley; compared with 37,000 bus. of wheat, 1,075,660 of corn, 1,811,437 of oats, 2,200 of rye and 124,092 bus. of barley shipped in Jan., 1910.—John R. Lofgren, sec'y. Board of Trade.

In a decision rendered Feb. 16, Judge Kohlsaat of the U. S. Circuit Court in Chicago held that the state R. R. and warehouse commission has no jurisdiction over express companies, their rates or practices in this state. This was handed down in a formal order overruling the commission's demurrer to the bill introduced last fall by the express companies for an injunction restraining the commission from reducing their rates. Shippers must now look to the legislature for relief.

Le Roy, Ill.—The eltr. of E. R. Ratliff, operated under lease by the Clark Grain & Eltr. Co., burned after midnight in the morning of Feb. 14. It contained about 8,000 bus. of corn and 2,000 of oats. Grain fully insured; eltr. valued at \$7,500, insured for \$4,500. A larger eltr. will be built early in the season to replace it. This is the second burned on the same site, the other in October of 1893, belonged to O. L. Brining now of Greenville, Miss. It contained 20,000 bus. of oats.

A bill has been introduced in the Illinois legislature to revise and radically amend the Ill. R. R. and Warehouse Commission



law and greatly enlarge the commission's powers, giving it full and specific authority over all carriers other than street railways. The measure empowers the commission to supervise stock and bond issues, stop discriminations, establish joint rates, routes and regulations, direct the distribution of cars and even determine the location of passenger and freight stations.

Senator Frank A. Landee has introduced three bills in the Illinois legislature, having the one object of putting all state road making on a systematic, scientific basis under state supervision. Illinois road taxes amount to \$6,500,000 annually, most of it frittered away for lack of system. The Landee bills provide a superintendent of roads for each county, appointed by the governor on recommendation of the commissioners, no one to be appointed unless he has had three years' experience as a civil engineer and preference to be given to graduates of recognized schools of engineering. Mr. Landee estimates his system could be put into operation for \$150,000, the salaries of the road superintendents for one year.

## CHICAGO NOTES.

E. William Kalb of A. O. Slaughter Co. was married to Mrs. Schweinfurth in New York recently.

William C. Jacobs is now in the corn pit for Logan-Bryan. For 22 years he was with J. H. Wrenn & Co.

Frederick A. Howe, one of the oldest members of the Board of Trade, died at Miami, Fla., recently, aged 81.

Lamson Bros. & Co. have taken the office of Roberts & Co. in addition to their old quarters on main floor of the Board of Trade bldg.

The Rockwell eltr., 12th and Rockwell sts., opened Feb. 24. It is controlled by W. Ellis of the Ellis-Drier Co. and will be a transfer and drying eltr.

The directors of the Board of Trade have admitted to membership Willard Y. Miller, Thomas M. Howell and Chas. A. Peck. Memberships posted for transfer, Robert B. Long, Wentworth P. MacKenzie, Miner T. Ames and Harry W. Forward.

J. C. F. Merrill, pres. of the Board of Trade, Henry S. Robbins and H. A. Foss went to Washington to protest against the passage of the Scott anti-option bill. Pres. Merrill reports less disposition toward interference with work of big grain dealers on the part of law makers than for years.

CHICAGO CALLERS: Geo. W. Hunt, mgr. Wedron Grain Co., Wedron, Ill.; C. B. Riley, representing Grain Dealers National Ass'n, Toledo, O.; J. E. King of Grain Dealers National Ins. Co., Indianapolis, Ind.; J. A. McCreery, Mason City, Ill.; Chas. S. Campbell, Kokomo, Ind.; C. F. Younglove, of Younglove Const. Co., Sioux City, Ia.

Transportation Manager W. M. Hopkins of the Board of Trade announces that, effective Feb. 15, the east-bound carriers have re-established local rates on grain, on Chicago-New York basis of 20½ cents per 100 lbs., domestic 17½ cents per 100 lbs., export. It will now be necessary to record and surrender all expense bills to obtain the benefit of the re-shipping or proportional rates on Chicago-New York basis of 16 cents, domestic, and 13 cents per 100 lbs., export.

A hardship is imposed on grain shippers here by the difference between the in-inspection and the out-inspection of corn. The in-inspection is made on the old method, and not by moisture test as required by the rule; and as the bulk of the corn sold out of this market is subject to some sampler's approval, the shipments are subjected to the test, so that in some cases corn graded No. 3 by the state inspection department cannot be delivered on a contract for No. 3.—J. J. Stream.

The Board of Trade club was formed Feb. 15, by 53 young men, members of the Board of Trade. Feeling that the business and social activity of the board rested

with the older members the younger set organized for the purpose of furthering social and business interests. Social meetings will be held every two months and business meetings whenever the members see fit. Annual meetings will be held between Feb. 1 and 15. Dues are \$5 per year. The executive committee will meet every month and social affairs will be in the hands of the entertainment committee. The officers, who will serve a year, are as follows: Pres., C. H. Canby, Jr.; vice, pres., R. W. Bell; sec'y, L. J. Schwabacher; treas., H. Nichols; executive committee, K. P. Edwards, J. P. Hermes, W. Springer, C. Peterson and J. Leonard.

Fire starting from a journal in an elevator leg of the "C" house spread to other buildings of the Calumet Grain & Eltr. Co., on Feb. 18 and completely destroyed the plant, with the exception of the power house. The eltr. was one of the oldest on the Calumet River. The company handled no grain on its own account; but handled and stored grain for other firms on a charge per bushel; and the house contained at the time of the fire about 65,000 bus. of grain belonging to different owners. Loss on buildings and machinery, \$100,000; insurance, \$70,000. The buildings contained a great deal of lumber in the cribbing and burned more fiercely than ever three days after the fire started. The 500-h.p. power plant is intact. C. H. Castle, sec'y of the company, who is the active manager, states that the eltr. will be rebuilt on a larger scale with up-to-date equipment.

## INDIANA.

Milton, Ind.—S. I. Harlan is considering building a 15,000-bu. eltr.

Wanatah, Ind.—The mill of Edward Mizner is being remodeled into an eltr.

Marshall, Ind.—We have succeeded McMurry & Walther.—Thompson Walther & Co.

Evansville, Ind.—The new 60,000-bu. eltr. for Igleheart Bros. is up over 30 ft. above ground.

Frankfort, Ind.—Soft weather has made the grain business about as dull as possible.—Frankfort Grain Co.

Kokomo, Ind.—Chas. S. Campbell, who was formerly with the Lake Erie & Western Eltr., has removed to Chicago.

Hoagland, Ind.—Ed. Koernerman & Co. incorporated by Chas. S. Bash, E. B. Smyser and Ed. Koernerman; capital stock, \$6,000.

Stewart sta., Tab p. o., Ind.—The new eltr. of Pence & Goodwine, just completed by McAllister & O'Connor, opened Feb. 25.

Milroy, Ind.—The eltr. and mill of J. M. Gwinn burned Feb. 5; loss, \$10,000; insurance, \$4,500. The fire started in the bran bin.

Cyclone, Ind.—C. W. Lee & Co. are having improvements made in their eltr. The B. S. Constant Co. has furnished the machinery.

Greensburg, Ind.—I have leased my eltr. and coal dock to David M. Blackmore for two years with the privilege of another year. He will take possession Mar. 15.—R. A. McCoy.

Rushville, Ind.—John E. Ryburn, formerly a wholesale grain dealer, now a traveling salesman, has filed petition in bankruptcy, listing his liabilities at \$10,413 and his assets at \$30, mostly clothing.

Powers, Ind.—Hufnagle & Miller have bot ground at side of track, installed a new sheller and separator, built their eltr. 8 ft. higher and remodeled it at an expense of about \$3,000.—M. Addington, mgr. H. & M., Red Key, Ind.

Worthington, Ind.—Altho we have incorporated, we are not going to build, but will continue the business at the same place. E. Byrd Squires is pres.; Wm. P. Ballard, sec'y-treas.; both are directors.—Worthington Grain Co.

Monroeville, Ind.—The recently incorporated Townley Grain & Supply Co. of Townley sta., Baldwin p. o., Ind., will em-

bark in the grain business at this point. William J. Townsend, William J. Gardner and Raymond J. Mowrey are among the directors.

Knox, Ind.—I came here from Mooreland, Ind., in December and am working for Guyatt & Son; they had an ad in a December issue of the Grain Dealers Journal and thru that I got the position. I thank the Journal for the change.—E. C. Hunnicutt.

Decatur, Ind.—A company of business men in Adams County are planning a new town to be built on the line of the Bluffton-Geneva Traction Co., which they will call Pontherd. An up-to-date eltr. will be among the first buildings. G. F. Pontius and Nathan Shepherd are leading the enterprise.

Lapel, Ind.—The eltr. of Woodward Bros. narrowly escaped destruction, Feb. 9, when fire was discovered in the cob pile about two o'clock in the morning. Hard work from then until daylight saved the property. Friction of the open line shaft against the cobs is believed to have started the fire during working hours, and it smoldered until discovered.

Collett, Ind.—Every piece of machinery in my new 12,000-bu., ironclad eltr. is entirely new and first-class in every respect, I bot it from the Philip Smith Co. I installed a 20-h.p. gasoline engine, an 800-bu. sheller, and a 1,000-bu. cleaner. I have a very convenient plant, complete with the exception of some cementing and work on my drives, which I will do as soon as weather permits.—Jesse L. Peters.

Fort Wayne, Ind.—Louis Stiefel has purchased the grain business of Straus, Ackerman & Co., located in towns along the B. & O., including eltrs. at Avilla, Albion, Kimball, Cromwell and Syracuse, Ind., and is preparing to move to this city from which the business will be conducted. A Ackerman says the firm sold its grain business to permit members to give more attention to the banking in which they are engaged.

Lafayette, Ind.—The 23d annual report of the Purdue University Agri. Exp. Sta. states that some of its corn-breeding work is now showing appreciable results in the state, particularly in northern sections, where more and improved seed has been put on the market and the demand is increasing faster than the means to provide good seed of pure breeding. The report also explains various crop tests of interest to the grain dealer as well as the grain grower.

Winchester, Ind.—Managers of the various eltrs. of the Goodrich Bros. Hay & Grain Co. met here with some of the stockholders recently at a banquet and business session, the first time all the mgrs. have been able to get together in 12 years. Those who attended from out of town were: G. G. Hochstedlies, of Westfield; W. B. Smith, Jolietville; N. E. Leslie, Gaston; G. F. Jerrel, of Durbin; B. F. Jones, Malvin; L. H. Biddinger, Chesterfield; Lee Barker, Farmland; George M. Neichlinger, of Gadsden; L. W. Green, of Farmland; Ora Study, Snow Hill sta., Winchester p. o., Ind.

Indianapolis, Ind.—A decree has been entered in the federal court, in the friendly suit by Thomas T. Gaff of Washington, D. C., vs. the old Cerealine Mfg. Co. to close its affairs. The decree finds that the Cerealine Co. owns real estate in this city and in Columbus, Ind., where it formerly operated a plant, and also holds about \$32,000 (par value) of preferred stock in the American Hominy Co. and about \$205,000 par of its common stock subject to the indebtedness of the Cerealine Co. to Mr. Gaff. The decree finds \$122,909.88 due Mr. Gaff and provides for the sale of the stock and real estate to pay the indebtedness.

For a long time the Indiana R. R. commission has been hampered by the law making its orders effective for only two years. On many occasions after an order had been issued the railroad company concerned started litigation to prevent it becoming effective and, by taking advantage of the law's delays, prolonged the litigation



beyond the two-year period and so killed the order. Indiana shippers and manufacturers joined with the commission to have the legislature remove this two-year limitation and also give the commission power to regulate freight rates within the state of Indiana. These two measures were embodied in a bill (H. B. 279) introduced in the Indiana house by Rep. Seidensticker and passed by that body, Feb. 18, on the significant vote of 78 to 3.

## IOWA.

Moneta, Ia.—The eltr. of the Reliance Eltr. Co. burned recently.

Burt, Ia.—Fred W. Albee is the new mgr. for the Farmers Eltr. Co.

Matlock, Ia.—The Farmers Eltr. Co. will rebuild its eltr. burned Jan. 11.

Calamus, Ia.—F. Mueller and son have purchased the eltr. of the Wells-Hord Grain Co.

Wheatland, Ia.—F. Mueller & Son have taken possession of the eltr. they recently purchased.

Livermore, Ia.—George Debe has succeeded J. H. Mensey, resigned, as mgr. for the Farmers Eltr. Co.

Leeds sta., Sioux City p. o., Ia.—At a recent meeting farmers subscribed \$2,200 towards the \$12,000 they wish to build an eltr.

Sioux City, Ia.—H. A. Johns, of the Sioux City Seed & Nursery Co., has been admitted to membership in the Board of Trade.

Sheldon, Ia.—We have installed a 12-h.p. engine and an automatic scale.—Benj. Jenkinson, mgr. Farmers. Co.-op. Ass'n.

Merrill, Ia.—The Farmers Grain Eltr. Co., of which William Lindsey is pres., has \$4,000 subscribed toward the erection of an eltr.

Oakville, Ia.—The contract for the new 10,000-bu. eltr. of the Farmers Grain Co. has been let to McAllister & O'Connor. Work will be begun at once.

Wellsburg, Ia.—J. Peters & Sons have obtained a lease on the site of their 40,000-bu. eltr. which burned last summer and will build a new one as soon as weather permits.

Austinville, Ia.—Henry L. Austin, owner of an eltr., founder of this town, and one of the wealthiest men in Blackhawk Co., was seriously injured in an automobile accident Feb. 22.

Oto, Ia.—We have bot the property of the Western Eltr. Co. at this station and will take possession some time before the new crop is ready to move.—C. E. Lowry & Son, Cushing, Ia.

Council Bluffs, Ia.—The Imperial Mlg. Co. will equip its new eltr. with a Safety Ball Bearing Manlift bot from the B. S. Constant Co. The Burrell Eng. & Const. Co. has the contract.

Swan, Ia.—The R. W. Taylor Co. has taken over the eltr. of the O'Dell Lbr. Co. and has spent about \$2,000 in improvements and repairs; but we operate the eltr. for the Taylor Co.—O'Dell Lbr. Co.

Marshalltown, Ia.—B. L. Pyle, a grain and live stock man who owns an eltr. at the nearby station of Marietta, has been made defendant in a \$25,000 breach-of-promise suit by Mrs. Alma Clark of Dalton, Ill.

Struble, Ia.—The Farmers Eltr. Co., whose house burned Jan. 12, has bot that of the Thorpe Eltr. Co. and the Thorpe Co. has leased the eltr. of the Atlas Eltr. Co. and will continue its business in that.—Dick Winkel, agt. Thorpe Eltr. Co.

Fort Dodge, Ia.—Munson Burdick, formerly a broker on the Chicago Board of Trade, now mgr. of the branch office here of Lamson Bros., suffered a serious accident on the night of Feb. 21 by falling down stairs, tripped by the heel of his shoe.

Hornick, Ia.—Fred Haitz has let the contract to the Younglove Construction Co. for complete reinstallation of equip-

ment in the eltr. he recently took over from Medbury & Darnell, including a 1,500-bu. Avery Automatic Scale and a grain cleaner.

Hornick, Ia.—Farmers in this vicinity held a meeting here Feb. 18 and subscribed \$4,550 toward the formation of a stock company. John Pritchard, pres., C. C. Sulsberger, sec'y, and R. N. Rawson, treas.; directors, P. B. Vermilyea, Wm. Steinhoff, John Beebe, T. E. Jones, J. C. Clary and F. H. Smith. The company will probably build an eltr.

Olaf, Ia.—The eltr. of the Farmers Eltr. Co. burned to the ground Jan. 24, with 20,854 bus. of corn and oats; grain all covered with insurance and \$2,500 on eltr., paid in full by the three companies, \$8,113. Cause of fire unknown; discovered about 8 o'clock in the evening in bottom of main building. The company intends to rebuild as soon as frost is out of the ground.—George Thompson, mgr.

Erickson sta., Boone p. o., Ia.—The eltr. of C. C. Little burned in the afternoon of Feb. 8 with 7,000 bus. of grain. Loss total, \$5,500; insurance on building \$2,500, on grain \$1,700. The fire is supposed to have started in a hot box in the machinery in the cupola and had gained such headway before discovered that it was beyond control. Most of the books and records in the office were saved. Mr. Little will likely rebuild.

The Western Grain Dealers Ass'n has asked the Iowa legislature to pass a bill requiring railroads to pay the attorneys of the parties bringing suit for alleged unreasonable delay in delivering freight or for injury or loss of freight in transit, in the event of recovery by the plaintiff. Two cases in litigation against common carriers in this state are cited as the main cause for this bill. Shippers allege the railroads have delayed these actions so the expense of prosecution would be increased.

## KANSAS.

Minneola, Kan.—The Farmers Eltr. Co. will build an eltr.

Independence, Kan.—Eltr. of the Independence Mlg. Co. burned recently.

Carbondale, Kan.—Cassius Nietart has been succeeded by Michael & Yockey.

Dilwyn, Kan.—The Farmers Eltr. Co. is building a 10,000-bu. eltr. on the Santa Fe.

Wakarusa, Kan.—Sells & Michael have been succeeded by H. S. Robinson, a hog buyer.

Spring Hill, Kan.—J. S. Null is having plans prepared for an eltr., construction to begin immediately.

Lebo, Kan.—I will build new coal sheds here and also contemplate an addition to my eltr.—J. M. Black.

Cherryvale, Kan.—A new firm, headed by Frank S. Rexford of Thayer, Kan., is planning to build an eltr. here.

Strawn, Kan.—Kuhlman Bros. eltr. burned Feb. 21. Cause of fire unknown. Fully insured. Loss \$6,000.

Price sta., Sabetha p. o., Kan.—Studer Bros. of Sabetha have purchased the eltr. here from J. F. Lukert.—S.

Kensington, Kan.—I will remodel and enlarge my eltr. here and install an 8-h.p. engine.—Henry Westerman.

Mead, Kan.—The Mead Seed & Grain Co. has been sold to Dick Twist. It was formerly owned by Reynolds & Twist.

Englewood, Kan.—Edmisson Bros. Grain Co. recently purchased property here.—J. R. Williamson Grain Co., Wichita, Kan.

Atchison, Kan.—The Blair Eltr. Co. has opened its new eltr. here just completed by the Burrell Engineering & Construction Co.

Fowler, Kan.—J. B. McClure has built a fine 3-room office on his own lots just off the railroad right of way and has it heated by hot air furnace.

Formoso, Kan.—I recently purchased the eltr. here from L. L. Burchinal and now

have the only house here and at Montrose, Kan.—J. Jacobson.

Pendennis, Kan.—The A. J. Poor Grain Co. intends to make extensive improvements in its eltr. here the coming season.—George Young, agt.

Russell, Kan.—I will install a 50-h.p. motor and am figuring on putting in two or three concrete bins and a track scale this year.—Paul D. Miller.

Belfont, Kan.—The Farmers Grain & Supply Co. of Offerle, Kan., has bot the eltr. of the W. T. Schute Grain Co. at this station.—Thos. Darcy, Offerle, Kan.

The bill providing for a corporation tax in Kansas is still in the hands of the senate committee, with small prospect of being reported favorably.

Argonia, Kan.—The eltr. of Kelly Bros. and six box cars burned during the night of Feb. 4; loss, \$3,500. No grain was in the eltr. which had been closed for some months.—S.

Bavaria, Kan.—E. A. Phillips has succeeded S. M. Lewis as mgr. of the eltr. of the Shellabarger M. & Eltr. Co. Mr. Lewis resigned to travel for a New York firm, and will move to Topeka.

Cherryvale, Kan.—The old eltr. of Calcopy & O'Connell, on the Santa Fe, burned recently; loss \$1,500. It had been used as a storeroom and contained about 40 tons of baled hay and 2,000 bus. of corn.

The seed grain bill recently passed by the Kansas house of representatives permits the state Agri. College to raise and sell seed grain to farmers of the state but not at cost. If the bill becomes a law the farmers will be required to pay at least 30 per cent more than the market price of grain.

Larabee, Kan.—The Larabee Milling Co. has won its suit against the Missouri Pacific Railroad for refusal to set in empty cars, the Supreme Court awarding \$13,980 damages. The milling company at its Stafford plant refused to pay \$9 demurrage charges unjustly assessed, and the railroad company tried to force payment by withholding cars.

Wichita, Kan.—The Board of Trade has embodied its opinion of the pending Canadian reciprocity treaty in a resolution petitioning "our United States senators and members of congress to use their best efforts against the confirmation of such a treaty or any law whereby Canadian or other wheat is admitted into the United States duty free."

Wichita, Kan.—W. H. Burns, mgr. for the B. C. Christopher Grain Co., has sold the firm's office furniture in the Sedgwick blk. to other tenants in the building, which removed the chairs that formerly faced the quotation board. The Christopher wires supplied the Board of Trade with continuous market quotations but since they were removed after the attorney general's injunction, quotations have been the Western Union's 15-minute service.

Larned, Kan.—Representatives of various farmers' eltrs. in Pawnee County and surrounding territory held a meeting here, Feb. 10, to organize a central agency for the selling of wheat and the purchase of coal and supplies, with the intention of having the wheat sales of the different eltrs. handled by one central selling agent. The directors of the Pawnee County Grain & Supply Co., the farmers' company at Larned, voted not to enter the combination.

The Olinger bill, relating to mutual fire insurance companies, has not been pushed. It provides for a tax aggregating ten per cent of the revenue from premiums received in the state by outside mutual companies, an increase of taxation which the policy holders of the mill and grain dealers mutual fire insurance companies would find detrimental to their interests. The bill is endorsed and supported by stock companies and would materially increase insurance rates if it became a law, but protests against it have evidently had some effect.

Senate Bill 294, introduced in the Kansas



senate by Senator Hamilton, makes the initial carrier issuing the B/L liable to the shipper for loss or damage in transit from one point to another within the state, whether that occurs on its own line or on that of a connecting carrier; provides for an attorney's fee to be fixed by the court and recovered as part of the judgment in any action brought under the act; and permits the carrier issuing the B/L to recover from the carrier on whose line the loss was sustained. Demand for loss or damage must be made on the station agent at the station where the shipment was received by the carrier or on its freight auditor or its freight claim agent.

Topeka, Kan.—The senate has recommended the Hunter bill for passage. It increases grain inspection rates to 1c per 1,000 lbs. of wheat, which will make inspection fees run from 50c to \$1 or more per car, depending on its capacity, instead of the 40c per car for inspection and weighing, established nearly 20 years ago when cars had a much smaller capacity, 20,000 to 40,000 lbs. instead of the 60,000 to 100,000 lbs. of wheat and more. In supporting his bill Senator Hunter alleged that much of the grain inspected by the Kansas grain department at Kansas City comes from Oklahoma, Nebraska and Missouri, that at present rates this state loses money on every car inspected at that terminal and that his bill will make the department self-supporting altho it now lacks about \$48,000 per annum of coming out even. The bill also increases the salary of the chief inspector from \$1,800 to \$2,500 a year and removes the present limits on numbers and salaries of subordinates. Before recommending the bill for passage the committee of the whole amended it to leave the salaries of the chief grain inspector and his subordinates at present figures.

House Bill 693, introduced by Robert Stone, amends the Kansas grain inspection law, enlarges the powers of the Grain Grading Commission and provides office instead of track inspection at the state's important markets. It endeavors to prevent double inspection of grain by providing that if the owner shall so instruct in writing the inspection department shall have no authority to inspect his grain. It gives the Grain Grading Commission instead of the governor the appointment and removal of the chief grain inspector and deputy chief inspector and requires the selection of competent deputy inspectors by providing that all applicants must submit to an examination before the Grain Grading Commission as to their knowledge of grain and their ability to inspect it. This stipulation aims to divorce grain inspection from politics and prohibit the appointment of incompetent inspectors to pay political debts. The compensation of assistant inspectors can equal the entire revenue received at the places they are stationed but it must not exceed \$85 for any deputy inspector for any month. The bill stipulates the following fees: For inspecting and sampling each carload, 40c; for inspecting out of eltrs., 35c per car; for weighing into warehouses, mills or eltrs., 50c per car; for weighing out grain that has been previously weighed by the state, where certificates are required, 25c per car; for weighing out where no certificates are wanted, 15c per car, provided when a public warehouseman is moving his own grain from one of his warehouses to another a fee of 15c shall be charged for weighing in; for re-inspecting where the former inspection and grade are sustained, 50c per car; and in all cases where extra samples of car lots of grain inspected are demanded the charge for each sample shall be 25c. The bill gives the governor power to appoint the three commissioners constituting the Grain Grading Commission, of which not more than two shall be members of the dominant party, and requires that one shall be a farmer, one a miller, and one an eltr. owner. The commission shall meet on the first Monday of each July and establish grades and make up type samples which shall be known as Kansas grades.

## KENTUCKY.

Georgetown, Ky.—Allen, Gano & Smith have purchased the eltr. of Sidney S. Offutt and have started a grain business.

Hopkinsville, Ky.—Owing to similarity of names some confusion has been caused by the announcement of the closing of the plant of the Acme M. & Eltr. Co. of this place, which has no connection with the Acme Flour Mills of Jeffersonville, Ind., opposite Louisville, owned by Eberts & Bro.

## LOUISIANA.

New Orleans, La.—The local grain business is rather dull, partly due to the fact that most of the wholesale houses are purchasing automobile trucks and light horseless buggies, causing a great decrease in the purchase of grain for feed.—K.

Agricultural interests of the state have been encouraging the raising of high-grade corn and predictions are being made that in five years Louisiana will be the greatest corn-producing state in the Union and of a grade so high the prices for its corn will be the best the market pays. Out of a party of 125 farmers from Indiana, Iowa and Illinois, on a recent special train, 47 of them decided to buy Louisiana lands at once.—K.

Alexandria, La.—The corn mill of A. V. Neilson & Co. was badly damaged by a fire discovered about 10 o'clock in the morning of Feb. 10. It originated in the shuck room some distance from the main building, which it soon reached. Most of the belting in the eltr. was ruined. Damage to plant, \$2,500, fully insured. Besides this 85,000 lbs. of corn was damaged in the eltr. by heat and water and 3 tons of baled shucks and 12 of loose were burned.

## MARYLAND.

Baltimore, Md.—All of the grain inspectors and weighers of the Chamber of Commerce were reappointed for another year at the meeting of the board of directors, Feb. 14; Samuel D. Thomas, chief inspector; James H. Warren, chief weigher.

Baltimore, Md.—Among committees of the Chamber of Commerce appointed for the ensuing year are: Weighing, Messrs. Lewis J. Lederer, Eugene Blackford and Edward M. Silis; arbitration, Charles England, William H. Hayward, Louis Muller, C. S. Schermerhorn and D. F. Richards.

Baltimore, Md.—Friends of Charles England hope to have him elected chairman of the sewerage commission of Baltimore, to succeed the late Gen. Peter Leary, U. S. A. The city's drainage system, to be completed in 1914, is a stupendous undertaking, which they think the ex-pres. of the National G. D. A. would have built well.

Baltimore, Md.—A few years ago C. Bosley Littig, the grain, hay and mill feed dealer of this city, bot a worn out farm near Van Bibber, which he brot up until it produced over two tons of mixed hay and 30 bus. of wheat to the acre with corn yield in proportion. From this James Worthington Littig carried off the first prize for wheat at the Maryland Horticultural show in Baltimore in December, against all competitors from western Maryland. A sample of this wheat, exhibited this month at the national corn exposition in Columbus, O., in competition with wheat from other states, won second prize.

## MICHIGAN.

Willis, Mich.—I think I will not build an eltr. this spring as things do not look just right.—Bert Youngs.

Detroit, Mich.—Andrew T. Stewart, last member of the firm of Daniel Stewart & Son, died Feb. 18, aged 40.

Homer, Mich.—A. Andrus, who recently sold his eltr. to Jackson & Kerr, is one of the oldest grain buyers here. He has also disposed of his banking interests.

Vicksburg, Mich.—The eltr. we recently

purchased formerly belonged to W. L. Porter and then to J. B. Dumont. We are not using it at present.—Burrell & Kulp.

Grass Lake, Mich.—The Grass Lake Eltr. Co. has bot out Eugene M. Sanford who conducted a commission and forwarding business here for a number of years. He will engage in farming.

Lansing, Mich.—A bill has been introduced in the legislature to decrease car height to a maximum of 14 ft. six ins. for the safety of railroad employees. Shippers have entered a vigorous protest against its adoption.—F.

Portland, Mich.—The Home Insurance Co. of New York is endeavoring to obtain reimbursement from the Pere Marquette Ry. Co. for the \$4,000 insurance it had to pay O. C. Allen when his eltr. burned; fire alleged to have been started by sparks from one of that road's locomotives.

Lansing, Mich.—State Senator Moriarty has given notice he will introduce a bill calling for a specific tax on farm products, the same as the proposed tax on products of the mines. The bill, as outlined, provides for a specific tax on corn 1c per bus. sold; wheat, 5c; barley, 5c; rye, 5c; oats, 1c.—F.

At the request of some Detroit and Lansing firms who allege that railroads compel them to pay demurrage when cars are not unloaded within stipulated time, but do not pay anything when they fail to deliver cars on time, Rep. Ashley introduced in the Michigan legislature, Feb. 20, a reciprocal demurrage bill which imposes penalties on both railroads and shippers and provides one of \$1 per day for delay in delivering cars.

## MINNESOTA.

Ellsworth, Minn.—I contemplate installing automatic scales.—J. D. McRobert.

Rowena sta., Wabasso p. o., Minn.—Farmers are organizing an eltr. company.

Faribault, Minn.—John Dengman has succeeded Theo. Thom as mgr. of the Farmers Co-op. Eltr. Co.

Beaver Creek, Minn.—James Bjirk will succeed G. W. Whitney as agt. for the Hubbard & Palmer Co.

Ulen, Minn.—Olaus Berglund is here from Hawley, endeavoring to organize an eltr. company among farmers in this vicinity.

Roseau, Minn.—The Co-operative Creamery Co. has called a meeting of farmers to consider organizing an eltr. company.

Morgan, Minn.—Caspar Green and son Alfred have opened the eltr. they recently purchased from the Sleepy Eye Mfg. Co.

Ashby, Minn.—The Ashby Farmers Eltr. Co. has decided to build a new eltr. if it can not buy that of the Northwestern Eltr. Co.

Duluth, Minn.—Two Board of Trade memberships sold recently for \$3,000 each, which disposed of all then offered. One is now offered at \$4,000.

Clarkfield, Minn.—The Clarkfield Produce Co. is considering building a 40,000-bu. concrete eltr. the coming season.—J. G. Gruehler, agt. Pacific Eltr. Co.

Ash Creek, Minn.—The Ash Creek Farmers Eltr. Co. has bot out the firm of S. A. Carter & Son and will take possession Mar 1. I will be mgr.—S. J. Rulon, former agt. E. A. Brown.

Glencoe, Minn.—During a recent fire F. K. Whalen, agt. for the Exchange Grain Co., saved the eltr. by getting out on the roof and extinguishing incipient blazes. The building was full of wheat.

New Ulm, Minn.—The Eagle Roller Mill Co. will remodel its eltr. "A" into a feed and rye mill, work to be started as soon as weather will permit. Machinery for the cereal mill has not yet been ordered.

Comfrey, Minn.—Wm. A. Krueger will succeed Peter J. Heinen, resigned as agt. for the Schmidt & Anderson Grain Co. Mr. Heinen has held that position since 1899. He is considering locating in Oregon.

Royalton, Minn.—A. E. Crossbard, who



has had charge of the eltr. here of the Powers Eltr. Co. for the last three years, has disappeared and an alleged shortage of \$1,000 has been found in his accounts.

The senate committee has recommended the milling-in-transit bill for passage by the Minnesota legislature. It provides that if grain is destroyed while in an eltr., the original rates will be good from some other eltr.

By a vote of 11 to 6 the Minnesota senate committee on railroads decided to send out the Cashman distance tariff bill with favorable recommendation, altho a majority of the committee is against the bill as it now stands.

Representative White has introduced a bill in the lower house of the Minnesota legislature (H. F. 574) amending section 2085, Revised Laws, providing that eltr. license fees shall be credited to the state grain inspection fund.

Rep. White has introduced a bill (H. F. 580) amending section 2091, Revised Laws, to provide that the expense of the R. R. warehouse commission in obtaining reports from public warehouses shall be paid out of the Minnesota grain inspection fund.

A bill has been introduced in the Minnesota house of representatives, amending sections 1953, 1956 and 1959 to change the name of the railway and warehouse commission to "railroad commission," extend term of office to six years and increase salaries to \$4,500.

St. Paul, Minn.—At the annual banquet of the Hay and Grain Board of Trade in the evening of Feb. 18, C. R. Rank attacked Minnesota's reciprocal demurrage law. Basing his statements on reports of the Minn. Ry. & Warehouse Commission, he declared that the railroads collected \$160,000 demurrage in 1909-10 and the shippers \$23.

Senator Odell has introduced two bills in the Minnesota senate that have been referred to the grain and warehouse committee. One (S. F. 437) amends the laws of 1905 pertaining to reports of the R. R. and warehouse commission; the other (S. F. 438) amends the laws of 1905 relating to disposition of license fees paid by local warehouses.

A bill designed to aid litigation involving the authority of the Minnesota Ry. and Warehouse Commission was introduced in the Minnesota senate, Feb. 16, by Senator F. A. Duxbury. It gives the commission no additional authority but puts into statute form what it has heretofore been assumed to possess under a joint resolution of the legislature and defines its authority over railway rates.

Senator C. H. Klein states as his reason for offering his bill providing a penalty in cases of claims for freight overcharges not settled within 60 days, that he has had claims held up for one year and even two. At a recent hearing before the Minnesota senate committee on railroads, the attorney for the Gt. Northern argued that the measure might conflict with interstate commerce law provisions and enable a traffic official to grant special favors to a shipper.

Senator S. A. Nelson has introduced a bill in the Minnesota senate, calling for a tax of one cent on every \$100 or fraction of sales made in any grain or other exchange which deals in merchandise for present or future delivery, the tax to be collected by means of stamps, proceeds from the sale of which shall go into the revenue fund of the state treasury. Penalties are provided for evasion or fraud in carrying out the terms of the proposed law.

Rep. John G. Lennon, author of the act of 1909 imposing a bushel tax on grain in Minnesota eltrs. offered a new bill Feb. 20, increasing it to a mill a bushel for wheat and flax and a half mill for other grain. As introduced two years ago his bill contained these rates, but it was amended and the tax reduced to one-fourth and one-eighth of a mill, respectively. In this form it produces about \$16,000 a year, but the tax commission favors the higher rate.

#### MINNEAPOLIS LETTER.

T. M. McCord & Co. have moved to the first floor of the Chamber of Commerce, giving them needed additional floor space.

H. L. Hankinson & Co. have moved to the Chamber of Commerce, a change necessitated by their steadily increasing business.

Matt Zilesky, arrested while sweeping wheat out of cracks in a car in N. P. yards, plead guilty in municipal court, Feb. 10, and was fined \$2.

The reciprocity bill gets much blame for conditions in the grain business, but I think conditions are natural for this season of year—R. A. Dinsmore, McCaul-Dinsmore Co.

C. C. Webber was elected pres. of the Minneapolis Traffic Assn, Feb. 14, to succeed George M. Gillette. W. P. Trickett remains executive mgr. The grain and milling committee, with James C. Andrews at its head, includes H. P. Gallagher, Benjamin H. Woodworth, H. H. King and John G. McHugh.

Charles E. Lewis & Co. bot a Chamber of Commerce membership for \$3,825, Feb. 15, for a Winnipeg interest, an advance of \$725 over that of the previous membership sold a little over two weeks before for \$3,100. A general inquiry for memberships started when the reciprocity treaty was published and prices were bid up \$100 at a time with no takers until this established a quotation.

An international checker contest played by wire between Winnipeg and Minneapolis players, Feb. 6, resulted in a draw all around. Of the ten games played Minneapolis players won three; Winnipeg three and four were draws. L. N. Renner, B. Chadbourn and E. E. Libbey of Minneapolis won from J. Riley, B. McBean and A. Kelly of Winnipeg. A. Norman, G. Leslie and F. Carscader of Winnipeg won from E. W. Crowell, H. Fletcher and L. E. Brown of this city. H. O. Franke, D. A. McDonald, F. B. Beaupre and W. T. Fraser of Minneapolis played the draw games with H. McBean, A. Chisholm, A. McBean and E. Benyon of Winnipeg. Our players allege that the Winnipeg men worked off on them a canny Scot who was a professional, else they would have won. A return match is being arranged, the third in the series.

As a result of the "good seed dinner" in Minneapolis, Jan. 26, the first good seed train to start the 1911 campaign for seed selection in the Northwest will start out of Minneapolis Feb. 27, on the Omaha road for a run thru southern Minnesota. Grain representatives of the Minneapolis Chamber of Commerce, familiar with the country to be traversed, will be on the train and suggest to the lecturers the desirability of discussing certain crops in the localities known to be most interested in them. Prof. A. D. Wilson and Andrew Boss of the Agri. College, who are familiar with the territory, will alternate as lecturers. Farmers will be asked to bring in the seed they intend to sow this spring and the experts will tell them if any thing is wrong with it and, if so, the remedy. The itinerary provides for nine 40-minute stops the first day at Belle Plaine, Le Sueur, St. Peter, Mankato, Lake Crystal, Garden City, Vernon Center, Amboy, Winnebago and Blue Earth where the train will lay over and hold an evening meeting. The second day stops will be made at Fairmont, Truman, Madelia, St. James, Butterfield, Mountain Lake and Windom, and the lay-over will be at Worthington, with an evening meeting. The third day will take the train to Rushmore, Adrian, Luverne, Pipestone, Woodstock, Lake Wilson, Slayton and an evening at Heron Lake. Fourth day: Bingham Lake, Jeffries, Storden, Westbrook, Currie, Camfrey and Sanborn for the evening meeting. Fifth day: Wabasso, Evan, Sleepy Eye, Essig, New Ulm, Nicollet and Kasota and back to Minneapolis in the evening. Meantime directors of the Chamber of Commerce are forming plans for other good seed trains to be run over the Mnpls. & St. L. Mil-

waukee, Gt. Nor. or Nor. Pac., Soo lines and probably the Rock Island.

#### MISSOURI.

##### KANSAS CITY LETTER.

Present stocks are said to include the finest lot of turkey and dark hard and No. 2 soft wheat ever in store here.

Geo. H. Davis of the Ernst Davis Grain Co. was chosen pres. of the Automobile Club of Kansas City at the recent annual meeting.

At the informal luncheon of the recently organized grain club Feb. 13, it is understood that two of the principal questions considered were the "traveling man" and the "duplication of market letters and price currents" to the country.

We are indebted to E. D. Bigelow, sec'y of the Kansas City Board of Trade, for a copy of the annual statistical report for 1910, containing besides valuable crop and market information, a list of the members of the Kansas City Board of Trade.

George H. Davis and H. J. Dittenbaugh were sent to Washington as representatives of the Kansas City Board of Trade to protest against the passage of the Anti-option bill now pending in Congress. They were last heard from in New York City and may remain in the vicinity of Washington until Congress adjourns, March 4.

Local eltr. stocks of wheat have decreased slightly in the last two weeks, but they still exceed 4,500,000 bus., by far the largest on record at this season of the year and compared with 2,500,000 bus. a year ago. The maximum was reached Jan. 6, 1911, at 4,770,257 and the previous high record was 4,679,100, Sept. 5, 1907.

##### ST. LOUIS LETTER.

A. H. Norris & Co., grain brokers, have closed their Pine street office and will move to the Pierce bldg.

The Merchants Exchange will discontinue the publicity bureau as a special department. After Mar. 1, Asst. Sec'y Eugene Smith will have charge of it.

Surplus funds of the Clearing House, it is contemplated, will be loaned on eltr. grain stocks and in other channels of grain trade, the members theorizing that they should aid the grain business instead of investing in securities.

A committee composed of John L. Messmore and Edward M. Flesh, to appear before the senate committee at Washington to protest against the Scott bill which prohibits future trading in grain, was appointed by the directors of the Merchants Exchange.

The directors of the Merchants Exchange compromised over the salary of Traffic Commissioner James C. Lincoln which was reduced from \$10,000 to \$7,500 a year. With the curtailing of other expenses of the traffic bureau the annual savings will be about \$4,000.

The directors of the Merchants Exchange approved the amendment to the rules making it obligatory that all grain billed, shipped or consigned to the St. Louis market or handled by any member of the exchange, be under supervision of the weighing department.

The decision of the Supreme Court of Missouri that the tax on option trading in grain is constitutional has resulted in the accumulation of a number of contracts bearing the 25c tax stamp for which the state official who receives the fund has not called. The money is being held by Geo. H. Morgan, sec'y of the Merchants Exchange.

Amendments to the rules of the Merchants Exchange adopted recently, provide for adequate insurance of grain eltrs. and warehouses, that they may be classed "regular," for the proper hauling and storage of grain and that the giving of bonds by eltr. and warehouse owners shall bind them to comply with the rules which become effective June 30.

At the recent meeting of the South-



eastern Millers Ass'n it declared itself against the proposed action of the Merchants Exchange in requiring St. Louis weights to govern shipments from this market. It was threatened that 61 mills comprising the Southern Illinois Millers Ass'n would resist the ruling by getting their supplies elsewhere. The Southeastern Ass'n will adopt the same method of resistance should the rule become effective.

## MONTANA.

Sipple sta., Moore p. o., Mont.—The Montana Eltr. Co. has closed for the season.

Hobson sta., Philbrook p. o., Mont.—The McCaull-Webster Eltr. Co. is closed for the season.

Roundup, Mont.—N. B. Lytle, a well known grain man of Lewistown, will build an eltr. this spring and will ship in seed grain.

Kalispell, Mont.—A wheat buying station has been established here by the Centennial Milling Co., making 13 stations owned by the company.

Columbia Falls, Mont.—The Flathead Valley has but 2 eltrs. Both are at Kalispell, 15 miles away. About 250,000 bus. of wheat and oats raised here last season, some of which was loaded on track here but most was hauled by wagon to Kalispell. We have no loading platform as the idea seems to be to force the farmers to haul to Kalispell. I consider this one of the best places for an eltr. and the business men are ready to give assistance to any one wishing to consider the matter. Will gladly answer any inquiries.—A. D. Priest.

## NEBRASKA.

Cedar Creek, Neb.—C. E. Sipe is now agent for the Duff Grain Co.

Harbine, Neb.—Koenig & Selk have doubled the capacity of their eltr.

Lincoln, Neb.—A reciprocal demurrage bill is now pending in the legislature.

Ellis, Neb.—The Farmers Grain & Live Stock Co. has installed a 10-h.p. gasoline engine.

Loup City, Neb.—The Mill & Light Co. is installing an 80-h.p. coal oil engine.—E. G. Taylor.

Walthill, Neb.—H. D. Clark has bot the Nebraska eltrs. of the Sioux City Grain & Lbr. Co.

St. Marys, Neb.—The C. M. Linn eltr., which was destroyed by fire recently, will be rebuilt.

Red Willow, Neb.—The Farmers Shipping Co. has closed its eltr.—C. E. Strockey, Indianola, Neb.

Negunda sta., Webster p. o., Neb.—The Millers Grain Co. of Hutchinson, Kan., is building an eltr. here.

Indianola, Neb.—Strockey & Gamsby have leased the eltr. of the Farmers Cop. Assn.—C. E. Strockey.

Dixon, Neb.—I wrecked my eltr. at Lake Andes, S. D., and rebuilt it here where I am operating it.—J. B. Hatch.

Powell, Neb.—We are repairing our eltr. I have succeeded C. A. Helney.—C. W. Tamms, mgr. Lincoln Grain Co.

Sterling, Neb.—The C. M. Linn eltr. here will be torn down and the material used to rebuild the eltr. at St. Marys.

Plattsmouth, Neb.—Many farmers near this place have held over old crops of corn at a loss, in some instances, of \$2,000.

Neligh, Neb.—The Neligh Mills is having a 50-ft. Constant Safety Manlift installed. Barnard & Leas Mfg. Co. is doing the work.

Milligan, Neb.—I have resumed the management of the Lincoln Grain Co.'s eltr., succeeding T. F. Hannaberry.—W. D. Russell.

Aurora, Neb.—H. E. Toof was elected mgr. and W. O. Moore director at the annual meeting of the Farmers Eltr. Co. recently.

Kinney, Neb.—Claude Knouse has bot E. M. Copeland's interest in Mathews & Copeland's eltr., and will take charge of the business.

Potter, Neb.—We expect to build an addition to our eltr. this year if crops are favorable. We have a good grain business.—C. W. Johnson.

Pierce, Neb.—The Pierce Eltr. Co. has succeeded H. H. Mohr. Officers of new company: Geo. W. Fox, pres., Dan Schwerin, sec'y and A. F. Magdanz, treas.

Omaha, Neb.—R. Beal of the Beal-Vincent Grain Co. gave a fresh fish dinner to 85 grain men Feb. 18 at the Y. M. C. A. The fish was sent from his summer home.

Hampton, Neb.—Hampton Eltr. Co., incorporated. Capital stock, \$20,000. Incorporators: John Peterson, Lars Eskindson, August Zieratt, E. J. George and Paul Holm.

Palmyra, Neb.—H. M. Hallowell was elected pres. and O. J. Graves sec'y at the annual meeting of the Farmers Eltr. Co. Henry Harmon succeeded A. P. Stewart as mgr.

Odell, Neb.—E. A. King has succeeded A. O. Burket who has been mgr. of the Farmers Eltr. Co. for over six years. Mr. Burket will move to Beatrice, Neb.—Odell Farmers Eltr. Co.

Wakefield, Neb.—The Farmers Eltr. Co. will increase its elevating capacity, install another leg for loading cars, and give a general overhauling. The Younglove Construction Co. has the contract.

Dannebrog, Neb.—The Dannebrog Grain & Supply Co., incorporated.—Chas. F. Petersen, sec'y. The Dannebrog Grain & Supply Co. will build an eltr. on the property which it bot from E. G. Taylor whose eltr. burned recently.

Omaha, Neb.—The Imperial Milling Co. will open an office and do a cash grain business with W. P. Metzger in charge. The company's 150,000 bus. house now being built will be ready for operation about May 1.—F. P. Manchester, sec'y Grain Exchange.

Ulysses, Neb.—Farmers Grain & Supply Co. has bot Lemmon & Smith's eltr. which the Schaaf Grain Co. leased and operated the past year. The officers of the new firm are: Geo. C. Ritchie, pres.; T. H. Harvey, vice-pres.; J. A. Wynegar, treas.; R. C. Smith, sec'y; F. D. Chapin, mgr. and Amos Kilgore, director.

Omaha, Neb.—The following rule has been adopted by the directors of the exchange: The paying of reversed telephone calls or collect telegraf messages by members when soliciting consignments of grain to arrive shall subject such member to a fine of \$5 for the first offense and \$25 for each subsequent offense.

Lincoln, Neb.—After March 15 Lincoln will have the right of storage in transit on shipments of grain thro Lincoln from points on the Burlington in Northeast Nebraska to southern markets by a tariff which the Burlington gives for an advance of 1c per 100 lbs. This puts Lincoln grain dealers on a par with those in other cities.

Lincoln, Neb.—Mr. Ollis of Ord has introduced bills declaring eltrs. public warehouses under state supervision, that a yearly license and furnishing of bonds by all eltrs. doing business be necessary, that rates and storage of grain be made public at beginning of each year, that weekly statements be made to state railway commission and that grain inspector and deputy inspectors be appointed by the state.

Prosser, Neb.—Our company has had quite a loss on account of storing wheat for long periods and when I took charge of the business I requested the stockholders to sell and the company finds it has lost about \$8,000. It probably owes \$10,000, including the loss by selling, and has \$15,000 resources. We expect to keep on running, backed by loyal stockholders.—L. Spelts, mgr. Farmers Grain & Stock Co.

Pierce, Neb.—The suit against the Nye Schneider Fowler Co. of Fremont, Neb., brought on complaint of the Farmers Grain & Live Stock Co. of Hadar, Neb., alleging discrimination at that point caused by the line company paying higher prices at Hadar, during the latter part of 1909, in competition with the Farmers Company in the pur-

chase of grain, than the prices paid by the line company at surrounding points, was tried at Pierce, from Feb. 13 to 17 before Judge Welch of Wayne, in the District Court of Pierce County, and was a hard fought case. The suit was based on the Nebraska statute which provides that higher prices shall not be paid by any buyer at one point than it pays at another point for grain of like grade and quality—difference in freight rates considered—for the purpose of injuring or destroying a competitor. The action was brought by the County Attorney of Pierce County, Chas. H. Stewart, assisted by Wm. McDonald and Fred Free of Plainview and ex-Federal Judge Ben Baker of Omaha; the extra counsel being paid by the farmers elevators of the state who were seeking the first opportunity to make a test case under the law. The jury was composed of ten farmers, one banker and one merchant, and brought in a verdict in favor of the defendants and that there was no cause for action. The evidence showed that the bulk of the grain during the period had been bot by the farmers company; the prices quoted by the defendants were actually higher than those paid at surrounding points, but that the defendants themselves had bot no grain at an actual loss and that the reason that the prices paid figured out a loss to the farmers company was because they were new at the shipping business. The bulk of the grain was corn which should have gone west for the feeding trade at that time, while the farmers company figured on shipment east to the regular market.

## NEW ENGLAND.

Bolton, Notch, Conn.—Eugene A. Shaw has completed his grain eltr.

Boston, Mass.—Luther S. Lord, founder of Lord & Webster, grain, hay and flour concern and a member of the Chamber of Commerce, died recently. He retired from business in 1909.

Mystic, Conn.—The Mystic Grain Co. has replaced the eltr. burned recently. Chas. Gildersleeve, former mgr. has charge. The new structure is 100 ft. long, 30 ft. wide and has facilities for loading from cars.

## NEW YORK.

Buffalo, N. Y.—Chapin & Co. completed their warehouse and feed mixing plant and opened for business.

Voorheesville, N. Y.—Oscar Vonch has purchased the large grain flour and feed plant from John and James Cummings for \$25,000.

Oneonta, N. Y.—Morris Bros. are having their eltr. which was burned last fall rebuilt. A. E. Baxter Engineering & Appraisal Co. is doing the work.

New York, N. Y.—The annual dinner of the Produce Grain trade was held recently. Messrs. Dougherty, Ely, Noyes and Brown of Chicago and Sec'y John F. Courcier of the Grain Dealers National Ass'n were among the guests.

New York, N. Y.—The board of managers of the Produce Exchange will create a trade and transportation bureau. To cover the scope of supervision which the bureau will have it was necessary to make some changes in the by-laws.

New York, N. Y.—R. A. Yellowlee of R. A. Yellowlee & Co., dropped dead on the morning of Feb. 9 on his way to the bath room at his home. Mr. Yellowlee became a member of the Produce Exchange in 1872 and has served on all important committees and on board of managers. He was 67 years old and active up to the time of his death. The business will be continued as heretofore by Jas. H. Bowne, and Augustus Talbot.

## NORTH DAKOTA.

Palermo, N. D.—The Farmers Eltr. Co. has sold its eltr.

Mose, N. D.—Hans Aarstad has succeeded B. C. Phipps.



Hillsboro, N. D.—The American Society of Equity will build or buy an eltr. here.

Regent, N. D.—The eltr. of the Regent Grain Co. is now complete.—C. H. Benson.

Havelock, N. D.—The eltr. of the Regent Grain Co. is now complete.—C. H. Benson.

Fairmount, N. D.—The Baldwin Eltr. Co.'s eltr. with 3,000 bus. of grain burned recently.

Grand Forks, N. D.—James Ryder, a wheat buyer, well known in this vicinity, died Feb. 10.

Hamar, N. D.—Chas. Doyon's eltr. was closed Feb. 1.—J. M. Kennedy, agt. Northwestern Eltr. Co.

Turtle Lake, N. D.—The Regan & Lyness Eltr. Co. has closed its eltr. here for the rest of the season.

New England, N. D.—I am now agent for the Geo. C. Bagley Eltr. Co. at this place.—E. J. Freeman.

McVie, N. D.—The eltr. of the St. Anthony & Dakota Eltr. Co. with several thousand bus. of grain burned Feb. 19.

Hickson, N. D.—The farmers here will build an eltr. soon, having made the decision at a recent meeting of the Society of Equity.

Ryder, N. D.—The eltr. of the Occident Eltr. Co., with 50,000 bus. of wheat, a car load of feed and flour and a Soo Line car with 1,100 bus. of wheat burned Feb. 21.

Bismarck, N. D.—A bill calling for the appointment of two grain inspectors, one at Minneapolis and one at Duluth, to look after the interests of North Dakota shippers, has been introduced in the state legislature.

Elliot, N. D.—Farmers Eltr. & Mercantile Co., incorporated, capital stock, 10,000. Incorporators, E. B. Knapp, Herbert E. Beemer, and E. C. Balderson, Lisbon; Elmer Maddock and Pleasant Brittain, Elliott; W. R. Humphrey and Nels Anderson, Englevale.

Fargo, N. D.—Managers of elevators have agreed to clean seed grain for farmers free of charge, returning screenings and light weight grain. Instructions to the different agents have been given to get their cleaning machinery in readiness and write the farmers to bring in their grain.

Bismarck, N. D.—Grain Commissioners H. O. Brown and J. T. Clifford are not authorized to hold office, nor is there any appropriation from which they can draw salaries, according to the opinion of state attorney general who contends that their term of office expired when they submitted their report to Governor Burke, Jan. 1.

Penn. N. D.—Not much doing on account of light 1910 crop. Seed and feed scarce, being shipped in. I have sold six cars of corn and two of oats. Could sell more but money hard for farmers to get, nothing to sell, banks don't seem to be able to help them but farmers must have seed and feed.—H. C. Kornder, agt. Imperial Eltr. Co.

Turtle Lake, N. D.—We have bought the Great Western eltrs. at Myra, Embden, Fabian, Nome, and Litchville on the Casselton branch of the N. P. in North Dakota, and at Bowden, McClusky, Goodrich, Mercer, and Turtle Lake on the Turtle Lake branch of the N. P. in North Dakota. We do not take possession until Aug. 1.—Crown Elevator Co., Minneapolis, Minn.

## OHIO.

New Vienna, O.—A scooper is operating here.

Haviland, O.—A scooper is operating here.

Rockford, O.—Three scoopers are operating here.

Unionville, O.—Two scoopers are operating here.

Collins, O.—A scooper is trying to do business here.

Pleasant Bend, O.—A scoop shoveler is operating here.

Portsmouth, O.—Coburn Bros. will build a grain house.

Middletown, O.—Outside firms have been scooping here.

Spring Valley, O.—A scoop shoveler is operating here.

Reesville, O.—A scoop shoveler has been operating here.

Groveport, O.—I have succeeded Baum & Herr.—A. F. Herr.

Gordon, O.—I have succeeded Levi Ammon Sons.—Ed Ammon.

Columbus, O.—J. W. Cartdufner Co. incorporated, capital stock, \$25,000.

Hamler, O.—G. O. Cruickshank will install a new automatic loading scale.

Holmesville, O.—S. Woolever has succeeded Shaffer & Son—Miller Bros.

Covington, O.—I expect to enter the grain business soon.—Warren Hartle.

Greenfield, O.—I have sold my eltr. to C. C. Norton's Sons.—C. A. Welsheimer.

East Rochester, O.—We have succeeded J. J. Neill.—H. K. Wickersham & Son.

Patalaska, O.—The H. D. Ashbrook Co. has bot my plant here.—Geo. E. Wells.

Waverly, O.—A milling company is scooping here at a small margin above price.

Kalida, O.—C. W. Franklin of Leipsic, O., has bot the Farmers Grain Co. eltr.

East Liberty, O.—M. W. Lease and J. R. Johnson have bot Calvin Sibert's eltr.

Unionville Center, O.—I am installing a roller mill for cornmeal and feed.—H. Hall.

Plain City, O.—B. E. Thomas has succeeded me in the grain business.—W. H. Haner.

Grove City, O.—A. J. Shofer & Co. have succeeded Gregg & Shofer.—Johnson & Grant.

Kansas, O.—A. J. Schontz, eltr. burned and he moved to Dundee, Mich.—The I. L. Shaw Co.

New Paris, O.—J. E. Richards & Son are the regular dealers here, all others are scoopers.

Williamsport, O.—We will build two more bins as soon as the weather permits.—The Heffner Grain Co.

Naomi, O.—Frank Bartlett has succeeded E. F. Hanson as manager of the Naomi Eltr. Co.

Thornville, O.—Yost & Faller are operating the eltr. formerly run by the Thornville Banking Co.—H. H. Edmund.

New Madison, O.—Had my leg broken Dec. 29 by a kick from a horse and am just able to get around.—D. L. Mote.

Greenfield, O.—Island Grove Mill Co. has succeeded C. A. Welsheimer and Welsheimer & Blackburn.—C. C. Norton's Sons.

Silver Creek, O.—I am having plans drawn and will erect an 8,000-bu. eltr. this spring.—Clem W. Robinson.

Grelton, O.—We are erecting an eltr. but are buying on track until its completion.—The Farmers Grain & Seed Co.

Haviland, O.—It is rumored that Ireton Bros. & Eikenbary will build new eltr. this spring.—Owens-Mericle Co., Grover Hill, O.

Quincy, O.—We have lowered the driveway and completed other repairs on our plant.—W. A. Nisonger, mgr. Quincy Grain Co.

Lima, O.—Ireton Bros. of Paulding will erect a three-story brick building for grain on the Miller property which they recently bot.

New Carlisle, O.—I installed a new No. 4 Western Combined Sheller and Cleaner and also reclean corn over Monitor Cleaner.—J. B. Peffly.

Portsmouth, O.—We recently spent \$5,000 installing new machinery from Nordyke & Marmon Co.—C. B. Halboth, mgr. Scioto Hominny Co.

West Unity, O.—I am going to overhaul my plant and install new concrete dump, ear corn eltr. hopper scales and separator.—H. C. Dachsteiner.

Unionville, O.—We will improve our loading facilities and enlarge the mill building, increasing the capacity.—J. L. Morgan, mgr. Unionville Milling Co.

The Morrisson & Thompson Co. of Kokomo, Ind., will improve its line of eltrs. from Toledo to Kokomo.—J. W. Dickman, Pleasant Bend, O.

Greenville, O.—Miller, Nagel & Replogle have built 500-ton coal bins and a flour room. They will handle flour in car lots. J. W. Miller is mgr.—M. Addington, mgr. Hufnagle & Miller, Red Key, Ind.

Grant, O.—Hofsteater & Dugan have completed a 12,000-bu. ironclad eltr., with gasoline engine, B. S. Constant Sheller and corn and wheat cleaner. Ed Hofsteater is mgr.

Maplewood, O.—I expect to repaint and give my elevator a general overhauling this summer. Am going to put in new coal bins.—O. W. Cook.

Cook, O.—Loofbourrow & Son will succeed A. H. Cratty after March 10. At present the members of the new firm live at Mt. Sterling.—L. L. Loofbourrow, Era, O.

Bloomville, O.—Miller Fike & Dellinger of Lykens, O., have bot the eltrs. here and at Republic formerly owned by C. R. Einsel. W. H. Fike will have charge of the eltr. here.

Marion, O.—We spent \$3,000 on our eltr. last season, installing new cleaner, scales, changing sinks, bins, eltrs., etc., with the result that we have a very convenient plant and an increase of working capacity of about 8,000 bus.—Marion National Milling Co.

Grelton, O.—The officers of the Farmers Grain & Seed Co. are: F. Krohn, pres., L. Conrad, vice-pres.; W. Jackson, sec'y-treas.; Chas. B. Krohn, mgr. Directors: M. Gray, L. I. Winch, B. Thompson and C. Kline.

Unionville, O.—This is a good wheat and buckwheat territory. I will make a specialty of shipping buckwheat next fall. Can't get corn and oats enough for my retail business and have to ship in about 5 cars of corn and one of oats.—J. L. Morgan, mgr. Unionville Milling Co.

Bellefontaine, O.—The Bellefontaine Hay & Grain Co. has succeeded the Bellefontaine Feed & Fuel Co. Mr. Hufnagle, president of the old company has bot up all outstanding stock. C. H. Tingley is no longer connected with the firm.—L. A. Kendall, mgr. Bellefontaine Hay & Grain Co.

Octa, O.—We are about to place contracts for a new eltr. to take the place of the one burned last October. It will be a modern plant in which we intend installing a McDaniel Drier, made by the Richmond Mfg. Co. We expect to be doing business by May 1 and will have one of the best equipped eltrs. in this part of the country.—Octa Grain Co.

Metamora, O.—Corn has not improved to any extent in Northern Ohio, yet the regular dealers keep backing the scoopshovelers. If the regular dealers would let the scoopers have the stuff it would soon be the undoing of this parasite. One shipper who has been guilty says "some one should go around and give the grain dealers a good clubbing." Is he right? We believe it a good time to let the scooper reap his reward. He can get part of what he deserves handling this corn. The other part he will probably get down below.—The Metamora Eltr. Co.

Cleveland, O.—Cleveland received during the month of January 2,167 bus. of barley, 550,769 bus. of corn, 536 bus. of flax, 262,955 bus. of oats, 402 bus. of rye and 42,703 bus. of wheat, compared with 34,591 bus. of barley, 673,009 bus. of corn, no flax, 209,690 bus. of oats, 5,819 bus. of rye, 38,443 bus. of wheat during January, 1910. Shipments for the month amounted to 147,489 bus. of corn, 232,883 bus. of oats, 1,977 bus. of rye and 27,209 bus. of wheat, compared with 150,687 bus. of corn, 136,569 bus. of oats, 3,000 bus. of rye and 86,021 bus. of



wheat during January, 1910.—Munson Havens, sec'y Chamber of Commerce.

## CINCINNATI LETTER.

Henry M. Brouse has succeeded H. Edward Richter with Gale Bros. Co. and will have charge of the wheat end of the business. He has been with the company for a number of years.

If agreement upon the independent system cannot be reached, it is understood, the directors have decided that the Chamber of Commerce will abandon the weighing business altogether.

A new grain exchange for the protection of the grain interests is planned by the Cincinnati Grain Dealers Ass'n. Alfred Gowling, of the Cincinnati Grain Co., is chairman of the newly organized ass'n.

Robert W. Archibale was reappointed chief weigher, George Munson chief inspector and Edward Dennis chief hay inspector at the first monthly meeting of the newly elected board of directors of the Chamber of Commerce.

The Richter Grain Co. incorporated with a capital stock of \$50,000 and will do a commission business in grain, hay and feed with headquarters in the Andrews bldg. Incorporators: Herman Edward Richter, who will be manager, Theobald Felss, S. B. Richter, A. E. Gordon and William G. Roberts.

The grain inspection committee appointed by the directors of the Chamber of Commerce for 1911 is as follows: Pliny M. Gale, George Keller, Edward A. Fitzgerald, Andrew Nordmeyer and John F. Collins, Jr. On public weighing: F. F. Collins, Lee Early, Lyman Perin, B. H. Wess and John H. Allen.

## TOLEDO LETTER.

The Northwestern Ohio Grain Dealers Ass'n met Feb. 20. T. P. Riddle of Lima presided.

Geo. W. Wagoner of Wagoner Milling Co. has made application for membership on the Toledo Produce Exchange.

A sampling department, in charge of the chief inspector, started by the Produce Exchange, will charge 10c per car to cover cost of services.

The Lake Erie Eltr. Co. has reorganized by electing E. L. Glaser and Wm. C. Reherton of Chicago, E. G. Curry of Sandusky, G. W. Woodman and Rathbun Fuller of Toledo directors. E. L. Glaser is pres. and treas. and Ralph McDermid is sec'y.

Contending that the discrimination in Toledo grain and flour rates to the east is unjust, compared with Chicago and other cities, Pres. David Anderson of the Produce Exchange has filed a protest with the traffic department of the New York Central Lines.

## OKLAHOMA.

Yukon, Okla.—The Yukon Mill & Grain Co. is building a new office.

Frederick, Okla.—We have closed our office here for the season.—Hughston Grain Co., Plano, Tex.

Muskogee, Okla.—C. J. Wolaver and others have erected a 15,000-bu. eltr. and installed a chop mill.

Ryan, Okla.—D. K. Sterrett has bot the eltr. here formerly owned by W. W. Bruns-kill of Oklahoma City. Mr. Sterrett took possession Feb. 1.—S.

Drummond, Okla.—The Hobart Mill & Eltr. Co. will build an eltr. to take the place of the one recently burned. J. A. Horn is drawing the plans.

Sentinel, Okla.—We will use electricity instead of gasoline for our power as soon as the town gets the electric plant for which bonds will be voted.—A. T. Jones, agt. Wilbur Miltenberger.

Weatherford, Okla.—The Citizens Mill & Eltr. Co. is installing the B. S. C. Chain Feeder and Conveyor in its dump sink, which will handle all kinds of grain.—J. A. Horn is doing the work.

Oklahoma City, Okla.—Remodeling and repairing will be evidenced from this time on as the recent general rains has put new life and confidence into our interests.—C. F. Prouty, sec'y Oklahoma Grain Dealers Ass'n.

Oklahoma City, Okla.—The Capital Grain Co. has closed its eltr. and discontinued business. Harrah-Robb Grain Co., the Empire Grain Co., and Major Moberly have also discontinued. E. V. Mashburn has returned to the Export Co. W. T. Brookings has closed his office here and is now in Fort Worth, Tex.

## PENNSYLVANIA.

Ephrata, Pa.—Holsinger & Taylor have bot the J. R. Royer eltr. here.

Harrisburg, Pa.—We have removed our offices to the New Masonic Temple.—Harrisburg Feed & Grain Co., Jas. W. Barker, mgr.

Coraopolis, Pa.—Our trade does not care whether grain is loaded from a \$100,000 eltr. or whether a man with a scoop shovel loads it. A great many people who have a horse and wagon will buy a car of grain or hay and deliver it from the car at a slight reduction under what is to be charged for it when it is kept in stock and members of the Grain Dealers Ass'n sell it to them as freely as they would to established dealers and give them as good value for the money as tho they were regular customers.—Ohio Valley Grain & Feed Co. per O. Allen.

## PHILADELPHIA LETTER.

Powel & Co. have succeeded Powel & Preston in the grain and feed business.

On the Delaware river front the Philadelphia and Reading Railway Company has opened its new \$500,000 pier to the general shipping public.

Business very quiet, demand is only from hand to mouth, nobody buying any future stuff. Think no decided improvement until after eastern production is consumed.—E. K. Lemont & Son.

A big central hay and straw storage warehouse, to be located in the center of the city, to be a union depot for receiving and shipping by the three leading transportation companies entering this terminal, is now the talk.

Nearby corn is coming in this year the best of all, and the trade here feels proud over the first prize winning displays at the National Corn Show given to Chester and Lancaster County exhibitors for all of the Dent strains, in addition to the three sweepstake prizes.

The Pennsylvania Railroad Company has just issued a large wall map of this city pointing out to shippers the location of all the receiving and delivering stations of the company. As the city trackage is 443 miles, there are 56 distinct shipping and receiving points, or an average of about one to every 2½ squares.

## SOUTH DAKOTA.

Aberdeen, S. D.—J. C. Brady has purchased the Farmers Eltr.

Butler, S. D.—Joakim Legard has bot the Chilson Grain Co.'s eltr. at this place.

Burke, S. D.—Torrence Bros. & Sperb have succeeded Torrence Kinne Co. here.

Astoria, S. D.—The Farmers Eltr. Co. has bot the eltr. of the Sleepy Eye Milling Co.

Webster, S. D.—Emil Hume has bot the eltr. and coal sheds of Potter, Garrick & Potter.

Lake Andes, S. D.—I have moved my eltr. from this place to Dixon, Neb.—J. B. Hatch.

Raymond, S. D.—The eltr. of the Eagle Roller Mill Co. burned recently. Loss \$20,000.

Lake Andes, S. D.—A. J. Macey of Bristow, Neb., is now mgr. of the Farmers Eltr. Co.

Ellis, S. D.—Our eltr. will be closed for

the season.—L. W. Koch agt. Hubbard & Palmer Co.

Chilson sta., Minnekahta p. o., S. D.—John Legaard has bot the eltr. of the Chilson Grain Co.

Alpena, S. D.—John Fieck has succeeded me here. A. E. Betts is repairing his eltr.—Mason Smith.

Flandreau, S. D.—Ole Aaker has bot M. A. Davis' eltr. and coal business and will take possession May 1.

Springfield, S. D.—A Farmers Co-operative Eltr. company has recently been formed. The capital is to be \$25,000. The company is to deal in lumber, coal, grain, live stock, farm produce.—J. C. Pisley is mgr.

Starr sta., Parkston p. o., S. D.—An eltr. will be built here in the spring by the farmers of this locality. Fred Giesen is president and Hubert Weber sec'y of the organization and over 200 shares are assured.

Aberdeen, S. D.—At the annual meeting of the Farmers Co-operative Eltr. Ass'n of South Dakota held here Feb. 8, 9 and 10, the following officers were elected for the ensuing year: O. D. Anderson, pres.; J. T. Belk, sec'y-treas.; and Matt Wanken, W. H. Mais, Chris Sandvig, Andrew Fox, E. H. Day, H. T. Holmes and L. J. Larson, directors. Scale inspection as at present conducted was declared to be a farce; and resolutions were adopted favoring abolishing the office of state scale inspector, to make it the duty of the sheriff to inspect all scales in his county; and opposing reciprocity with Canada unless American farmers are permitted to purchase their supplies of machinery, lumber and other articles as cheaply as the Canadian farmer.

## SOUTHEAST.

Meridian, Miss.—Tutt-Millsbaugh Grain Co. incorporated by J. B. Tutt, W. H. Millsbaugh & Gabe Jacobson; capital stock, \$10,000.

Hattiesburg, Miss.—F. B. Woodley has bot the interest of R. G. Hall in the Woodley-Hall Grain Co., Mr. Hall retiring from business. The firm name will not be changed.

Richmond, Va.—James Carter Co. incorporated; capital stock, \$15,000; incorporators, A. S. B. James, J. H. Price and H. W. Carter. The company will do a jobbing and brokerage business in grain and flour.

## TENNESSEE.

Dyersburg, Tenn.—The Citizens Bank and the Mercantile Bank have bot the \$200,000 eltr. of the H. A. Klyce Eltr. Co., which was sold at trustee's sale. The banks held first mortgage bonds for \$48,000. Operations at the plant will continue.

Nashville, Tenn.—W. B. Connell will manage the interests of Albert Rothschild who leaves for St. Louis as sec'y-treas. of the S. S. Carlisle Commission Co. Mr. Rothschild was for seven years pres. of the Iowa Grain & Milling Co., is sec'y-treas. of the Central Warehouse & Eltr. Co. and holds same position with the clearing department of the Grain Exchange.

## MEMPHIS LETTER.

We have retired from business.—Williams & Fitzhugh Co.

Sec'y Nat Graves is busy getting ready to move into the new quarters. He expects to be in by the latter part of next week at the latest. A number of brokers and grain firms expect to move their offices into the building as soon as the exchange gets in.

The Kansas Grain Dealers Ass'n members will be given a hearty reception when they arrive in this city from Vicksburg. Arrangements for their entertainment are being made by the exchange and the Business Men's club. It is hoped to have them leave with pleasant recollections of Memphis.



J. W. Fulghum, who recently resigned his position with Shanks, Phillips & Co., to enter the firm of Rainer-Connell Co., failed to close the latter deal and the firm will continue as it has been. Some surprise developed when it became known that the deal did not go through, but no particulars are known of what the hitch was. Mr. Fulghum has not yet announced what he will do. He is a popular member of the hay and grain trade.

Much of the corn that has been coming to this market has graded very low, which has given rise to some demand for kiln-dried. The receipts have been only moderate and not one in twenty graded as good 2. The character of weather was the chief reason for the poor grading. Oats have been grading some better, but most of the hay coming was low grade or mixed. Business has been slow, but a better feeling has prevailed for two or three days in corn and prices have stiffened a little.

Following are the committees of interest to the hay and grain trade that were recently named by Pres. James Sloan: Arbitration (grain and hay)—J. B. Horton, W. P. Brown, A. C. Roberts, W. F. Yates and G. S. Scruggs. Rules (grain and hay)—L. P. Cook, R. B. Buchanan and T. B. Jones. Grain inspection—S. M. Bray, V. L. Rogers, T. B. Andrews, J. J. Wade and E. C. Buchanan. Hay inspection—George H. McCleary, W. D. Moon, S. T. Pease, W. Webb and H. J. Hasenwinkle. Call Board (grain)—J. B. Edgar, John Wade and J. S. Denyven.

An injustice was done the firm of F. W. Brode & Co., by the publication in this column Feb. 10 of a statement that they had failed to ship cottonseed products on a contract. F. W. Brode & Co. write "Instead of our failing to deliver on contract, we bot hulls of the Peoria concern and it did not deliver. We made the claim for damages, and the arbitration committee of the Merchants Exchange awarded us \$2,002.84, with interest, which it refused to pay. The claim by the Peoria Commission Co. that the Memphis Merchants Exchange has no jurisdiction to decide our claim is sheer nonsense, as, being members of the Exchange, they must abide by the rules."—M.

## TEXAS.

Van Alstyne, Tex.—Business is being cut down to a local proposition.—Grayson Mill & Grain Co., per V. M. Fulton.

Palestine, Tex.—Merchants Grain Co. incorporated with capital stock of \$20,000, by A. F. Siegel, S. W. Walker, C. D. Joyce, R. R. Moore and others.

San Antonio, Tex.—The warehouse used by Webster & Co. containing 800 tons of baled hay, valued at \$8,000 and four car loads of oats, valued at \$2,000 burned Feb. 15.

Ft. Worth, Tex.—A voluntary extension of the milling-in-transit storage privileges on grain, interstate shipments, from six months to a year, has been granted by the railroads.

New Braunfels, Tex.—The Dittinger Roller Mill Co. will increase its storage facilities to the amount of 55,000 bus. A. E. Baxter Engineering & Appraisal Co. made plans.

Houston, Tex.—An up-to-date wall map of Texas, 45 inches square, showing all towns and railroads and well engraved, is being distributed by the South Texas Grain Co. of this city.

Palestine, Tex.—S. W. Walker will become one of the mgrs. of the Merchants Grain Co. here. For seven years he has been in the grain business with J. H. Crutcher & Son at Tyler.

Houston, Tex.—The refusal of the Southern Pacific to grant milling-in-transit privileges to rice shippers caused a number of shippers to make the announcement that they would route their shipments via the International & Great Northern.

Ft. Worth, Tex.—H. B. Dorsey is chairman of a grain exchange committee ap-

pointed recently which, if it sees that the proposed act before the state legislature placing grain eltrs., compresses and wharves under the control of the state railroad commission would injure the interests of the grain dealer, is authorized to go to Austin to oppose the measure.

## UTAH.

Cache, Utah.—We may have a new eltr. here in the spring. Look for boom.—J. H. Barker.

## WASHINGTON.

Colfax, Wash.—The Colfax Milling Co. is planning a large grain and flour warehouse.

Fairfield, Wash.—P. W. Briber of Spokane and the farmers union of this place are considering the establishment of an eltr. here for handling grain in bulk. Estimated cost, \$10,000.

Tacoma, Wash.—Grain men are scoring the inspection measure, now before the state legislature, contending that 25 or 30 cts. a ton would be added to the cost of handling wheat and that the exporters would have to pay the inspection expenses. Should the bill be passed, they claim foreign exportation of grain from Puget Sound, which has a tax on wheat in transit, would be practically crippled and all wheat would probably be sent by Portland, where only Oregon wheat is taxed.

## WISCONSIN.

Green Bay, Wis.—A grain eltr. will be built by Emil Hauterbrook.

Kiel, Wis.—Notice of dissolution has been filed by the Kiel Grain & Milling Co.

Lodi, Wis.—The Lodi Grain Co. has increased its capital from \$10,000 to \$20,000.

New Richmond, Wis.—I am not doing anything in the grain business this year, short crops laid the plant idle.—John E. Gallagher.

Superior, Wis.—A trust company, whose purpose will be to handle the grain business, will be formed here in case the reciprocity treaty is ratified. Superior, Dakota and Minnesota capitalists will back the movement.

Milwaukee, Wis.—Members of the publicity committee appointed by the directors of the Chamber of Commerce are as follows: E. J. Furlong, pres.; Harry A. Plumb, sec'y; Clark Fagg, Walter Stern, W. P. Bishop, L. R. Fyfe, E. H. Hienke, Wm. Eiteneier and Geo. A. Schroeder.

Superior, Wis.—A bill providing for the taxation of grain has been introduced by Assemblyman France, this being the point affected by the measure. Taxation at a smaller rate the year around instead of taxation on what is on hand on May 1, would be the result of its passage. Section 1057n of the bill is as follows: Every such person, firm or corporation shall in lieu of all other taxes upon such grain pay thereon one-fourth of one mill per bushel upon all wheat and flax and one-eighth of one mill per bushel upon all other grain received in or handled by such elevator during such preceding year.

A committee of directors is considering reducing the capital stock of the Corn Products Refining Co.

Corn has been depressed below its intrinsic value. The enormous production figures, as issued at Washington, have controlled sentiment, stampeding the producer as well as the consumer. The after harvest movement has seldom been equaled, and it is marvelous how easily this avalanche of grain has been digested, as omitting consuming centers, and seaboard points, the accumulation of stocks is not even normal. We believe higher prices for corn certain.—J. P. Griffin & Co.

## Rate Advance Denied.

The Interstate Commerce Commission on Feb. 23 decided that no advance in freight rates would be permitted. The railroads are ordered to cancel the tariffs increasing rates March 10.

Commissioner Prouty held that altho the labor accounts of the roads had increased 5 to 8 per cent the net earnings of the roads have aggregated \$51,000,000 more than during 1905.

"It seems plain that the roads have not sustained the burden which the statute casts upon them of justifying the proposed advanced rates in so far as that justification depends upon the necessity for greater net revenue.

"There is no evidence before us which establishes the necessity for higher rates.

"Before any general advance can be permitted it must appear for a reasonable certainty that the carriers have exercised proper economy in the purchase of their supplies, in the payment of their wages and in the general conduct of their business.

"There is no testimony tending to show the cost of reproducing these properties. It is plain that a physical valuation would introduce into the calculation a new element which might lead to a different conclusion."

Commissioner Lane, in his opinion, said: "In the last ten years the railroads of the United States have borrowed over \$4,500,000,000, or twice the amount of the national debt at the close of the civil war. This is an evidence of the faith the public has in these properties. The rate of dividends and the total amount of dividends have increased more rapidly than the additional mileage built. The western roads have increased their surplus over 100 per cent in ten years.

"In considering cost of operation, including wages, materials and all else that properly may be taken into account, the opinion holds that the cost of the upkeep of the plant and the return upon its value amounts to more than three-fourths of the rate that is charged for transportation.

"Railway materials are found not to have increased, fuel has increased slightly and wages considerably. However, the last six months of the year of 1910, in which the new wage schedules were in effect, show for the carriers the largest operating income they have ever enjoyed in any half year."

Prices of both Honduras and Japan rice will be quoted by the Southern Rice Growers Ass'n and are the minimum prices at which rice will be sold by the ass'n. Dr. A. C. Wilkins, sec'y of the ass'n, says that the organization now has contracts for 2/3 of the whole crop outside of the millers' hands. This holding movement is said by many to have been broken and it is pointed out that 35,000 sacks have been sold since Jan. 1.

Corn is in no way responsible for pellagra, according to the first report of the Illinois pellagra commission, now ready for the legislature, which will be asked to appropriate \$15,000 to continue researches during the next two years. This is the first state to make official investigation of the origin of the disease, which became prevalent at the Peoria state hospital for the insane where two squads of patients, numbering 59 each, were isolated in two cottages. One squad was fed an excessive corn diet and developed four cases of pellagra. The other, that had no corn, developed five.



## TRI-STATE FEED DEALERS ORGANIZE ASS'N.

About 90 retail feed dealers met at the Arlington Hotel, Binghamton, N. Y., Feb. 21-22, and organized the Tri-State Feed Dealers Ass'n.

The meeting was called to order by C. L. Carrier at 2 p. m., in the Assembly Hall of the Arlington Hotel Feb. 21, and opened with prayer by Rev. A. R. B. Hegeman of Binghamton.

An address of welcome was made by J. P. E. Clarke, Chamber of Commerce, Binghamton.

The response was by Pres. pro tem. C. L. Carrier, Sherburne, N. Y. Gov. Dix made an address on "Good Roads." L. F. Brown delivered an address on state inspection of feeding stuffs, covering more particularly the growth and development of the feed business as shown in the decreasing use of whole grains in feeding domestic animals and the increasing use of milling by-products and the combinations thereof. The resulting situation, Mr. Brown stated, developed the necessity for the adoption by the various states of feeding stuffs laws.

"There can be no doubt that certain concerns took advantage of the situation to deceive the public and attempted to make fortunes of the get-rich-quick character, products were put on the market under high sounding but meaningless names, made of cheap materials, and sold under misrepresentation for almost if not quite grain prices. This condition drew the attention of Agricultural officials in a large number of states and the feeding stuffs legislation was the result.

It has been but a few years that mill offals were disposed of regardless of cost or prices. While now it is recognized that as the population grows with practically no corresponding increase in acreage, the various grains must be first utilized for human consumption and the by-products zealously guarded and conserved for the use of domestic animals so that no waste may accrue.

This ass'n should promote the sale of meritorious feeds only.

There is nothing in the present law of New York which the honest manufacturer has to fear; the underlying principle is "tell the truth on the bag about what is in the bag."

The following committees were appointed:

Nominating Comite—John Lauren, Worcester, N. Y.; F. G. Smith, Wyalusing, Pa.; Mr. St. John, Walton, N. Y.; E. L. Coon, Poland, N. Y.; M. F. Ruland, Harpersville, N. Y.

Membership Comite—A. E. Lovejoy, Deposit, N. Y.; Mr. Barnett, Earlville, N. Y.; J. C. Harrington, Montrose, Pa.; L. M. Peters, Chenango Forks, N. Y.; Geo. Strong, Warwick, N. Y.

Finance Comite—H. O. Hale, Norwich, N. Y.; N. E. Howell, Bainbridge, N. Y.; W. E. Titus, Willett, N. Y.; Geo. A. Brewer, Freeville, N. Y.; Bert Bliss, Newark Valley, N. Y.

Governing Rules Comite—F. C. Jones, Bullville, N. Y.; A. S. Morris, Oneonta, N. Y.; Mr. Blakely, Otego, N. Y.; J. L. Ritchey, New Berlin, N. Y.; A. L. Langford, Susquehanna, Pa.

Legislation Comite—J. C. Harrington, Montrose, Pa.; Mr. Morgan, Ilion, N. Y.; H. O. Hale, Norwich, N. Y.; F. C. Jones, Bullville, N. Y.; Bert Bliss, Newark Valley, N. Y.

Grievance Comite—G. F. Todd, Morrisville sta., N. Y.; Mr. Dresser, West Edmeston, N. Y.; E. F. Landers, Whitney Point, N. Y.; A. F. Reilly, Cochection, N. Y.; E. G. Hinman, Deposit, N. Y.

Adjourned to Wednesday morning.

## Wednesday Morning Session.

L. M. Wilson gave the dealers some good advice and suggested that a claim committee be appointed with full power

to act, there are a great many differences and it would be of great benefit.

After considerable discussion on whether to admit the jobbers as members it was decided to admit dealers whose principal business was retailing of grain and feed.

Adjourned to 1:30 p. m.

## Wednesday Afternoon Session.

Mr. King: I move that any dealer shall be considered qualified to vote on all questions before the temporary organization who is a retail dealer in feed and grain having an established place of business in New York, Pennsylvania or New Jersey and whose principal business is that of retailing feed and grain.

Carried.

F. C. Jones, chairman of the rules committee, read the constitution, providing for officers, executive committee, arbitration committee, annual dues of \$5, annual meeting on first Wednesday in August, four or more meetings each year.

Officers for the ensuing year were chosen as follows: Pres., C. L. Carrier, Sherburne, N. Y.; vice-pres., J. C. Harrington, Montrose, Pa.; sec., Mr. King; treas., W. J. Mudge, Afton, N. Y.

Robert W. Chapin, Buffalo, delivered an address on "Buying and Selling Feed."

## Dealers in Attendance Were:

New York: Chas. C. Allen, Green; James N. Allen, Little Falls; F. B. Anderson, Sidney Center; Chas. A. Allen, Little York; F. L. Brant, Otego; Bert Bliss, Newark Valley; Wm. Birch, Frankfort; W. S. Beedy, Cochection; Geo. A. Brewer, Freeville; Robert W. Chapin, Buffalo; F. W. Collins, Cortland; C. H. Clark, Bridge-water; E. H. Cook, Chittmango; E. L. Coon, Poland; C. L. Carrier, Sherburne; E. A. Dorland, Sandy Creek; C. R. Dean, Owego; W. B. Edwards, Lisle; E. E. Franklin, Whitney Point; Geo. R. Fuller, Center Valley; F. W. Fish, Salsville; N. E. Howell, Bainbridge; E. E. Hughes, Green; E. G. Hinman, Deposit; D. B. Hamblin, Oriskany Falls; C. M. Houston, Wisner; Frank C. Jones, Bullville; A. Kling, No. Brookfield; Mr. King, Sec'y J. S. Lauren, Worcester; E. F. Landers, Whitney Point; F. X. Litz, Homer; S. B. Lippincott, Center Valley; A. S. Morris, Oneonta; Geo. Mould, Sanquoit; W. C. Macombe, Eaton; W. J. Mudge, Afton; F. E. Moses, Newark Valley; W. H. Mabady, Clinton; L. H. McNitt, Norwich; Geo. Manwarren, Windsor; W. S. Moore, Candor; W. B. Newell, Little Falls; F. M. Phillely, Windsor; L. M. Peters, Chenango Forks; C. D. Phillips, Berkshire; W. F. Ruland, Harpersville; J. L. Ritchey, New Berlin; W. A. Robinson, Oxford; W. R. Rubbinz, Schenectady; A. F. Reilly, Utica; K. O. Smith, Deposit; H. R. Simmons, Smyrna; C. W. Sieber, Marathon; I. T. Stradling, No. Norwich; Geo. N. Strong, Warwick; G. F. Todd, Morrisville Sta.; W. E. Titus, Willett; James Van Allen, Little Falls; Mac Wilson, Bringo; Mr. Wolverton, Buffalo; W. E. Warner, Marathon; A. Wilhelm, Cincinnati, Ohio; Charles Young, Mohawk.

Pennsylvania: C. H. Sterns, Kingsley; M. Crook, Nicholson; F. H. Brink, Rushville; S. D. Barnes, Scarrucca; W. F. Sherwood, Uniondale; Homer E. Spencer, Susquehanna; A. L. Langford, Susquehanna; F. G. Smith, Wyalusing; O. H. Kays, Milanville; F. E. Driggs, Nicholson.

Argentine exports of corn have fallen to almost nothing, and altho some rains have fallen there recently, the export surplus on the new crop will be the smallest in years.—Lederer Bros.

The Minneapolis linseed oil mills bot 400,000 bus. of flaxseed in the Buenos Aires markets recently, making an unprecedented deal in the commercial history of the United States. Low domestic supply caused the transaction.

George H. Kahmann, the "corn cob pipe king," died recently at his home in Kansas City, Mo. He was the first to put that sort of a pipe on the market. He manufactured millions of the "Missouri meerschams" and amassed a fortune.

## Feedstuffs

Alfalfa biscuits, alfalfa leaf, spinach and alfalfa tea were on the menu at the banquet celebrating the opening of the alfalfa meal mill at Rifle, Colo.

The new Alabama feedstuffs bill has been passed by the senate. It provides for registration of brands and the stamp tagging of packages at the rate of 20c per ton.

To fight the alfalfa weevil which has become such a pest in Utah the U. S. Dept. of Agriculture will introduce a parasite and a predaceous mite, says Dr. F. M. Webster.

Reciprocity talk has stopped the feed business for the time being. Buyers will hold off until in absolute need.—M. J. Cohen of Northwestern Feed Co., Minneapolis, Minn.

Arizona, having 120,000 acres in alfalfa, has memorialized Congress to appropriate \$10,000 for an investigation of the alfalfa leaf weevil, and \$25,000 for devising means of checking its spread.

Amendments to the pure food law proposed in the bill introduced by Congressman Jas. R. Mann, and favorably reported by the committee on interstate commerce will permit some variation in weights of packages.

The Archer-Daniels Linseed Co., of Minneapolis, Minn., has been given judgment by the Minnesota Supreme Court against the Blue Ridge Dispatch for loss due to failure of a shipment of linseed oil cake to clear for export on a certain date.

The "Principles and Practice of Feeding" are well set forth in the 63-page bulletin No. 115 of the Louisiana Agricultural Exp. Sta., Baton Rouge, La., describing various rations and giving value of stock foods, together with interesting data on the proportions to use in compounding rations.

Condimental feeds do not produce the wonderful results claimed for them, but when used to any large extent greatly increase the cost of beef, pork and milk production because of the exorbitant prices at which many of them are sold. Some of these feeds sell for \$200 to \$300 per ton, but contain material actually worth only \$20 to \$45 per ton. The following formula for a condimental feed, recommended by the Vermont and Maine stations, can be prepared for about 20 cents per pound, and is much cheaper and better than many of those commonly sold: Ground gentian 1 pound, ground ginger ¼ pound, powdered saltpeter ¼ pound, powdered iron sulphate ¼ pound; mix and give 1 tablespoonful in the feed once daily for ten days; omit for three days, and feed as above for ten days more. The Iowa Exp. Station suggests the following: Fenugreek 8 pounds, ginger 8 pounds, powdered gentian 8 pounds, powdered sulphur 8 pounds, potassium nitrate 8 pounds, resin 8 pounds, cayenne pepper 4 pounds, flax meal 4 pounds, powdered charcoal 20 pounds, common salt 20 pounds, wheat bran 100 pounds. This mixture costs less than \$5 per 100 pounds and very nearly approximates the composition of the average condimental feed.—U. S. Dept. of Agriculture.



# Seeds

The seventh annual meeting of the Canadian Seed Growers Ass'n was held at Ottawa, Feb. 16 and 17.

The Minnesota senate has passed a bill appropriating \$25,000 to purchase grass seeds for sections burnt over in the northern part of the state.

We are supplying a big demand in the Northwest for Canadian-grown oats of regenerated stock.—J. P. Adams of the O. S. Jones Seed Co., Sioux Falls, S. D.

The Faber Seed Co. has been incorporated at St. Joseph, Mo. The capital stock is \$15,000; and the incorporators are Jas. B. Faber, Wm. P. and Thos. Graham.

Peoria received in January 90,000 lbs. of seeds and shipped 270,000 lbs., compared with 120,000 lbs. shipped in Jan. last year.—John R. Lofgren, sec'y Board of Trade.

The Door County Seed Co. has been incorporated at Sturgeon Bay, Wis. The capital stock is \$15,000 and the incorporators are Louis H. Klenke, Michael More and J. W. Herrbold.

The A. C. Croft Seed Co. has been incorporated at Moulton, Ia. The capital stock is \$10,000; and the incorporators are A. C. Croft, Wm. Edwards, W. C. Bowie, S. Richardson, W. J. Willett, Elmer Wood and E. L. Stickney.

London, Eng.—Spring sowing seeds are in good demand. English reds maintain their prices well in competition with the useful French reds on offer. Alsikes move quietly in English, Canadian and German seed, prices unchanged. Whites and trefoils scarce and firm.—John Picard & Co.

Grain buyers at Dayton, Wash., say almost every bu. of grain here is sold and are wondering where the farmer is to get his seed grain with 2,000,000 bus. needed for spring planting in the Inland Empire and less than 10,000 bus. in the growers' hands, buyers assert that fancy bids will be made by the farmers for seed.

Cash clover seed is at a premium and early deliveries on March contracts at Toledo will probably be light. Toledo hedgers are the chief shorts; but much of their seed will not grade prime. March long interest is partly scattered. Most of the prime is in strong hands.—C. A. King & Co.

The Kansas House of Representatives has passed a bill prohibiting the state agricultural college from selling pedigreed seed of any kind for more than 30 per cent advance on the market price. As high grade seed is worth more than such advance this law would have the bad effect of creating unfair competition with seedsmen, and of hampering the work of the college.

Indications are that the house-cleaning that has been responsible for the increased receipts of clover seed at Toledo will soon have run its course, and that the March and April movement will of consequence be very light. When we consider that a good deal of seed which has been lying around this market for show-window-effect and now being ordered home, one can easily see that there will not be much left here for the other fellow and since we cannot hope even to

approach last season's receipts from now out the situation certainly looms up very strong.—Crumbaugh-Kuehn Co.

During December 504 samples of seed were received for germination or purity test at the Ottawa seed laboratory and 125 at the Calgary laboratory of the Canadian Dept. of Agriculture. Two hundred and seven samples of red clover were tested for purity; of these 40 p.c. graded No. 1 and 5 p.c. were prohibited. Of the 103 samples of alsike, 20 p.c. were No. 1 and 4 p.c. prohibited. Of the 48 samples of timothy, 60 p.c. graded No. 1 and 4 p.c. were prohibited. Eleven samples of alfalfa seed were tested and of these eight were No. 1 and one was prohibited.

L. M. Smith & Co., of Chicago, are well pleased with the cordial support given by many dealers in subscribing for the confidential semi-monthly letter of the Seed Trade Reporting Bureau. The subscription price excludes all those not directly interested in the seed trade; but subscriptions for the letter have already been received from both coasts and in the western territory from Texas to North Dakota. Mr. Smith is now preparing a digest of all the seed laws of the different states, which will be sent to subscribers in tabulated form as part of the regular letter. A number of experts are being engaged to act as field men in the crop reporting service of the new bureau.

A very unusual condition is confronting the trade that will materially restrict the marketing of clover seed from Toledo, that is the heavy imports from foreign countries already amounting to over 50,000 bags. This includes only the seed received at seaboard markets and does not include the large amount imported by our Toledo and other interior jobbers. Large English house reports big stocks will be carried over. With the above conditions confronting the trade, it is no more than natural to believe that clover will experience the same results as all other farm products, a declining market and general liquidation. The importations referred to are supplying the eastern trade which is made very evident by the fact that the demand here is very light, even with the present mild weather, which usually attracts buyers. Toledo continues to be a target and seed is being received here from all directions.—Southworth & Co.

The first provincial seed grain exhibition for the province of Quebec was held in Quebec city, Jan. 19 and 20. The exhibition was organized by the provincial Department of Agriculture, the Seed Branch and the Canadian Seed Growers' Ass'n. Substantial prizes, amounting to \$226, were offered in the general class, which had 19 sections. A special class, with seven sections and \$221 in prizes, was provided for the winners in the field crop competitions. The Canadian Seed Growers' Association offered \$200 in prizes to its Quebec members. There were in all more than 500 entries, and, with few exceptions, the competition in each section was keen. The quality of the seed grain exhibited was variable, the principal defect being the prevalence of weed seeds and other kinds of grain. Talks on good seed were given by prominent lecturers. These were well attended by farmers from all parts of the province. Quebec farmers entering the field-crop competitions have complained that they find it almost impossible to secure seed grain true to type and free

from weed seeds. To give them an opportunity to secure good foundation stock, the Canadian Seed Growers' Association sold at auction 1,000 bus. of Banner seed oats grown from registered stock.—Geo. H. Clark, seed commissioner.

## From the Seed Trade.

Straus, Ackerman & Co., Albion, Ind.: Grass of field seed is scarce among farmers and there is not much stock held by the dealers. The demand is especially good for the medium red clover which was a short crop. Farmers will not buy much timothy seed at the present prices.

The Henry-Philipps Seed & Implement Co., Toledo, O.: Grass seed now in the dealers' hands amounts to about the same as last year. Toledo received more seed this year than last but the shipments were larger. The quality of seed, on an average, is not so good and better grades command high prices. Were it not for the fact that Europe had more than an average crop our home market would be higher.

Vogeler Seed & Produce Co., Salt Lake City, Utah: A general shortage in nearly all kinds of grass, field and garden seeds will, in our opinion, make the demand exceed the supply. High prices will curtail planting in a measure but, this considered, we look for a scarcity as the season advances. We expect a big trade in alfalfa seed, judging from inquiries and orders we are now having, and would not be surprised to see the price advance.

## Weeds Prohibited in North Dakota.

The North Dakota pure seed law prohibits the sale and distribution of agricultural seeds which contain the seeds of either quack-grass, Canada thistle, sow-thistle, or of dodder. Therefore in submitting samples of seeds for purchase in this state seedsmen will facilitate their work if they submit only samples which represent bulks of seed which they can furnish free from these types of weed seeds.

Our investigations show that quack-grass seed is most commonly found in brome grass seed, dodder in alfalfa seed, and Canada thistle seed in Canada blue grass seed. These sorts of forage seeds should, therefore, receive very careful scrutiny before being sent into North Dakota.

As the law was new on the books and as we desired to give everyone an opportunity to become familiar with its provisions we have not, in our various publications, or in our annual report published names of firms who have offered seeds in this state which were of low quality. We shall, however, during the present year, put the publicity clauses of the law into effect; and in order that the distribution of weed seeds shall be reduced to a minimum, we shall, in all cases of evident negligence or disregard of the law, have the parties concerned in the distribution of such seeds made responsible for the penalties as called for in the law whether they are agents for you, or dealers in and distributors of your seeds.—H. L. Bolley, botanist and state seed commissioner.

I think the drought in the Northwest last year will result in good, the farmer will use better seed and adopt more scientific methods.—A. W. Frick, pres. Duluth Board of Trade.



## Grain Carriers

The Shenango Steamship Co. has let the contract for building two lake steamers 617 ft. long, rivaling the ocean liners.

The effective date of the advance in rates on grain from South Dakota to Minneapolis has been postponed from Mar. 1 to July 1.

The National Industrial Traffic League is sending out a neat pamphlet giving its constitution, list of members, names of directors and officers and members of committees.

Grain doors have been disappearing from the railroad yards at St. Joseph, Mo., for several months past. Recently the arrest of two boys led to discovery of 90 stolen doors.

Hearing of 13 applications by transcontinental roads for relief from operation of the long and short haul clause will be given Mar. 20 by the Interstate Commerce Commission.

Representative Macon of Arkansas has introduced a bill in Congress denying the use of the mails to railroad corporations whose capital stock and bonds exceed the value of their property.

A conference on grain rates to Carolina points was held recently at Nashville with railroad officials by grain dealers of Nashville, Henderson, Ky., Memphis, Tenn., and Cairo, Ill.

The federal government has power to regulate state railroad rates, was the statement made recently in an address at Chicago by Walter E. McCornack, former attorney for the Interstate Commerce Commission.

The new Commerce Court has designated Apr. 3 as the date of the beginning of hearings. It is believed the New Orleans Board of Trade case, involving class and commodity rates over the Louisville & Nashville road to Memphis, will be first one heard.

The Boston & Maine Railroad Co. has recently acquired control of the Rutland Ry., giving it an outlet to the great lakes, and enabling it to connect with the Canadian grain carrying roads. Pres. Melten states that "The proposed treaty of reciprocity between Canada and the United States largely influenced those in control of the property to make this investment."

J. Allen A. Smith of Knoxville, Tenn., and others have been appointed a committee of the Southeastern Millers Ass'n to protest against the enforcement of the new milling in transit rules. The objections to the new rules are that their competitors north of the Ohio River are allowed 12 months time to mill in transit, and to reship 100 per cent of the tonnage received, while south of the river only 6 months time is granted and only 69 per cent of the material received may be reshipped.

The law prohibits a carrier from charging more than its lawful tariff rate just as much as it prohibits it from charging less than its lawful tariff rate. We do not think that the Commission should be called upon to continue a hearing and order a carrier to pay back money that it never had the lawful right to collect, that its tariffs never authorized the collection of, and we do not think that after a claim of this sort has gone thru the claim department the Com-

mission should have to go to the trouble and expense of arranging for a hearing on the promise of the railroads to look into the question. As a matter of fact, they ought to have looked into it and settled it months ago, if it is a direct overcharge over and above the lawful tariff rates.—Interstate Commerce Commissioner Clark, on claim of Woodward, Wight & Co., v. Ill. Cent. R. R. Co.

Kerr, Gifford & Co., and Balfour, Guthrie & Co., of Portland, Ore., have filed complaint with the Interstate Commerce Commission that cars of the O. W. R. & N. are not properly coopered to stop leaks of grain, as under its rules the cost of coopering is limited to \$2 per car. On account of failure to stop leaks and to furnish proper doors there is frequently much loss of grain in transit. The commission is asked to require the railroad to expend at least \$5 per car, when necessary, to make them suitable for grain shipments and to refund grain shippers extra expense incurred in fitting up cars.

A style of grain door that is commonly used throughout the West and Northwest consists of rough boards one inch thick placed horizontally across the doorway, in two courses, breaking joints. Before the busy grain-shipping season opens up these boards are cut to proper length and stacked up in large piles at the stations. A systematic way of doing this, and one which is followed extensively, is to make the boards up into panels of three, temporarily tacked together. This arrangement permits of having boards of the proper width to make the door already selected, so that it is not necessary to overhaul the pile and scatter the boards about and leave them in such loose condition that the general appearance of things invites theft. Boards of such width are put together in these panels that two panels high will suffice. As the panels are needed they are knocked apart and set up in place. When flaxseed is shipped a sheet of muslin must be placed between the two layers of boards to make the door sufficiently tight.—*Railway Review.*

### Reparation Allowed.

The following refunds have been authorized by the Interstate Commission: Kelly Bros. Grain Co. of Wichita, Kan., \$9.08 from the St. L. & S. F. R. R. on account of overcharge on a carload of bulk shelled corn from Carmen, Okla., to Leon, Kan.; \$15.62 to the Dallas Eltr. Co., Dallas, Tex., for overcharge on one carload of ear corn from Jeanerette, La., to Dallas, Tex.; \$28.12 to the G. E. Gee Grain Co. of Minneapolis from the C. B. & Q. for overcharge for one carload of bulk corn forwarded from Minneapolis, Minn., to Lynxville, Wis.; \$6 to the Naylor Mercantile Co. from the M. & O. R. R. for grain doors attached to four cars of wheat from Cayce, Ky., to interstate points; \$201.60 to the Burlington Grain Eltr. Co., East St. Louis, Ill., from the Ill. Cent. R. R. for attaching grain doors to 132 cars of grain at East St. Louis, Ill.; \$24.81 to the Browne Grain Co. from Int. & G. N. R. R. for overcharge on two carloads of bulk corn from Shreveport, La. to Mertens, Tex.; \$15.03 to the Dazey-Moore Grain Co. of Ft. Worth, Tex., for overcharge on four carloads of wheat from Waukomis, Okla., to Galveston, Tex.; \$37.06 to the Doggett Grain Co. from St. L. S. W. Ry. Co. et al. for overcharge on one carload of snapped corn from Bloomfield, Mo., to Blooming Grove, Tex.

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## Supreme Court Decisions

**Relief for Excessive Freight Rates.**—Relief from excessive freight charges upon interstate shipments, where the charges are made according to established rates fixed and promulgated as required by the interstate commerce act, must be sought through the Interstate Commerce Commission.—*Atchison, T. & S. F. Ry. Co. v. Superior Refining Co.* Supreme Court of Kansas. 112 Pac. 604.

**Liability of Warehousemen.**—Where customers leased of warehousemen a specific room for storing certain personal property, and delivered to the warehousemen the property to be deposited and stored in the room, but they stored the property in a building in a different locality, where it was destroyed by fire, the warehousemen are liable for the loss.—*Mortimer v. Otto.* Supreme Court of New York. 126 N. Y. Supp. 866.

**Evidence of Weight.**—On a claim against a carrier for damages for depreciation in value of two car loads of cotton seed by delay, testimony of a witness that he weighed practically all the seed, with a statement of the weight of each car load, was not hearsay, tho he also testified that sometimes a clerk would weigh a wagon load of the seed.—*Eastern Texas R. Co. v. Daniel & Burton.* Court of Civil Appeals of Texas. 133 S. W. 506.

**Use of Railroad Property for Storage.**—A railroad must do what is reasonably necessary to accommodate patrons, but need not refrain from using its property to the best advantage to the public and itself; and one desiring to use railroad property for storage, or other than railroad use, cannot complain because others are permitted to use such property for their private business, if sufficient railroad facilities are afforded.—*Danville & W. Ry. Co. v. Lybrook.* Supreme Court of Appeals of Virginia. 69 S. E. 1066.

**Damages for Breach of Contract.**—A buyer's measure of damages for the failure of the seller to deliver personal property under a contract of sale is the difference between the contract price and the market price at the time and place of delivery. Therefore, where one contracted to sell his wheat to another, and at the time the wheat was threshed such market price was less than the contract price, the buyer was entitled to no damages.—*Acme Mills & Elevator Co. v. Johnson.* Court of Appeals of Kentucky. 133 S. W. 784.

**Pooling Crop Under Kentucky Statute.**—A producer of tobacco pooled it as allowed by Ky. St. § 394 1a, authorizing persons to pool products raised by them. The selling agent of the pool consented to a sale of the tobacco to a third person, who repooled it and then sold the tobacco. Held, that the third person did not violate the statute making it unlawful for any owner of a crop that is pooled to sell it without the written consent of the agent to whom it is pooled.—*Commonwealth v. Malone.* Court of Appeals of Kentucky. 132 S. W. 1033.

**Sale f. o. b.**—Under a contract of sale of fruit requiring delivery "f. o. b.," such delivery was a condition precedent to the sellers' right to demand payment of a draft with bill of lading attached; and hence the sellers are not entitled to recover the difference between the contract price and a lower price at which the fruit is resold, on the buyer's failure to pay the draft at sight, where the fruit was not actually shipped, but was placed with the carrier, with private instructions to hold until the seller heard from the draft.—*Aspegren & Co. v. Wallerstein Produce Co.* Supreme Court of Appeals of Virginia. 69 S. E. 957.

**Law Against 100-lb. Dockage is Constitutional.**—Making criminal any deduction by the purchasing from the actual weight of grain, seed, hay or coal, under a claim of right by reason of any custom or rule of a board of trade, as is done by Mo. act of June 8, 1909, is a valid exercise of the police power of the state, and does not take property without due process of law, nor unconstitutionally interfere with the liberty to contract.—*R. J. House v. Joel B. Mayes.* Supreme Court of the United States. 31 Sup. Ct. Rep. 234.

**Stamp Tax on Futures is Constitutional.**—The keeping of a place where corporate stocks and bonds and grains, provisions and other commodities are bought and sold, but not paid for and delivered at the time, and where no complete record of the transactions, including a minute of the time of delivery, is made in a book kept for the purpose, and no memorandum of the sale, properly stamped, is given the purchaser, may be made a criminal offense, as is done by Mo. act. of March 8, 1907, in the exercise of the police power of the state, without taking property without due process of law, or unconstitutionally interfering with the freedom to contract.—*Thomas J. Broadnax v. State of Missouri.* Supreme Court of the United States. 31 Sup. Ct. Rep. 238.

**Claim for Loss Must be Made in 30 Days.**—A stipulation in a B/L issued by the initial carrier of an interstate shipment that claim for loss must be made to the agent at point of delivery promptly after the arrival of the goods, and if delayed for more than 30 days after due time for delivery no carrier shall be liable, is a reasonable requirement for the protection of the initial carrier, liable under the Carmack amendment to the interstate commerce act (Act June 29, 1906, c. 3591, 34 Stat. 593 [U. S. Comp. St. Supp. 1909, p. 1167]) for loss or injury caused by it or any connecting carrier, and must be complied with or the carrier is relieved from liability, unless the stipulation is waived.—*Old Dominion S. S. Co. v. C. F. Flanary & Co.* Supreme Court of Appeals of Virginia. 69 S. E. 1107.

**Shipper Entitled to Attorney's Fee on Violation of Interstate Act.**—The attorney's fee taxable as a part of the costs under the act of February 4, 1887, § 8, where the cause of action is the doing of something made unlawful by some provision of the act, or the omission to do something required by the act, and there is a recovery of damages sustained in consequence of any such violation of the act, may not be taxed to the successful plaintiff in an action by a shipper against an initial carrier for a loss on a connecting line, in which the carrier's liability is dependent upon the Carmack amendment of June 29, 1906, since the cause of action is the loss of property which is in no way traceable to the violation of any provision of the statute.—*Atlantic Coast Railroad Co. v. Riverside Mills.* Supreme Court of the United States. 31 Sup. Ct. Rep. 164.

**Error of Telegraph Co.**—A bank, at the request of a third person, sent a telegram to another bank inquiring whether it would honor checks of the third person for \$2,000. The latter bank delivered to the telegraf company a message stating that it would honor checks for \$2,000, but by error in transmission the message stated the amount as \$200. The third person, on the receipt of the message, believing that there was a mistake therein, requested the company's agent to repeat the message, offering to pay the charge therefor, but the agent declined to do so. On account of the mistake, the third person was unable to pay for cattle he had purchased. Held, that the company had knowledge of the importance of the message, and that the third person was interested in the checks therein mentioned and had immediate use for the money for business purposes, authorizing a recovery against the telegraf company for the damages sustained by his inability to pay for the cattle he had bought.—*Western Union Telegraph Co. v. Robertson Bros.* Court of Civil Appeals of Texas. 133 S. W. 454.

## Notification to Telegraf Co. on Blank.

In their bluff at evading liability for errors the telegraf companies insist on having messages written on blanks furnished for the purpose on which they have printed in fine type, at top and on the back, the conditions to which they wish the public to assent.

Telegraf companies are public servants and have no right to enforce such obnoxious regulations, the courts having decided again and again that these clauses are of no force against the sender unless he has consented to such limitation of liability.

Irritated by the conditions sought to be imposed by the telegraf company a Massachusetts man bethought himself that this is a game two can play at, and accordingly had small stickers printed, 3/4-inch wide and 2 inches long, which he pasted on the message form opposite the name of the sendee, thus:

This is a business message. Failure to deliver promptly and correctly will cause financial loss. Particulars on application to W. M. V.....St.

On presentation of a message with the above sticker the telegraf company absolutely refused to transmit the message. The sender, William M. Vermilye, thereupon brot suit against the Western Union Telegraph Co. for damages and was given judgment by the Superior Court of Suffolk County, a decision which was upheld by the Supreme Court of Massachusetts, Jan. 5, 1911.

The defendant contended that the rule forbade the sender of messages to put anything upon the face of the blank but the message, the date, and the name and address of the person to whom it is to be sent, and that the "sticker" and notice attached to the plaintiff's telegram were in violation of this rule. Witnesses for the defendant were in court ready to testify that the defendant and its agents had always put this construction upon the rule.

Judge Knowlton of the Supreme Court said: While the rule requires that messages shall be written upon the form provided for the purpose, it does not forbid the writing of any other unobjectionable matter upon the same paper, in such a way as not to mislead the agents or cause them inconvenience in the performance of their duties. It was put upon the paper by the plaintiff in the form of a sticker or a notice which it was proper for him to give to the company, orally or in writing, in any reasonable way. The judge of the court below found that its presence on the blank had no tendency to confuse the defendant's operator, or to increase the probability of error or delay in transmitting the message, and that it did not obscure the printed heading above the message. The judge was right in holding that this rule was not a justification for the defendant's absolute refusal to transmit the message.—*Vermilye v. W. U. Tel. Co.*, 93 N. E. 635.

A freak ear of corn, containing an odd number of rows of grain, was sent to the corn show which was held recently in Terre Haute, Ind., by the Department of Agriculture. C. P. Hartley, corn expert of the buro of plant industry, states agricultural history does not reveal a like specimen. It was grown in Illinois in 1910.



## Supply Trade

Sam Redmond, elevator builder, Rock Rapids, Ia., has discontinued business.

Later, but by no means less attractive, is the calendar supplied by the Cyclone Blow Pipe Co., Chicago.

Advertising is opportunity's knock, your customers open the door and you stand face to face with success.

"It looks like there will be a lot of building. Lots of inquiries floating around."—H. M. Hickok, Minneapolis, Minn.

The Huntley Mfg. Co., Silver Creek, N. Y., has acquired the sole manufacturing and selling rights of the Wegner Wheat Conditioner.

Clay Johnson, formerly with the Fairbanks-Morse Co., at Indianapolis, is now representing the Richardson Scale Co. in Ohio and eastern Indiana.

M. D. Varney, of the Winters-Coleman Scale Co., Springfield, O., is now sales manager of the company's office at 409 North Fourth St., St. Louis, Mo.

George J. Noth, well known in his connection with Barnard & Leas Mfg. Co., Moline, Ill., is no longer identified with it. He will soon open an office in the Monadnock Bldg., Chicago.

Chicago callers of the past week are C. A. McCotter, Sec'y Grain Dealers National Fire Insurance Co., Indianapolis, Ind., and E. G. Hodges of Kaucher, Hodges & Co., Memphis, Tenn.

When a good customer begins to mix it up with your competitor and switches trade that way with aggravating frequency, begin sending that customer special circular letters and advertising, telling about the advantages of your product.

Some practical and useful information on "Roofs, How to Repair and Preserve Them," is issued by the Maire Paint Co., Minneapolis, Minn. Readers of the Journal who are interested in information of this character, can secure full particulars on request.

The Morse re-issue patent, No. 12,912 (original No. 736,999), for a chain-driving gear for transmission of power, has been held void by the U. S. Circuit Court as not being for the same invention as the original patent. This decision was given in the case of the Morse Chain Co. vs. the Link-Belt Co.

F. S. Hinkley, sec'y, of the Link-Belt Supply Co., Minneapolis, Minn., succeeds J. D. McArdle, formerly treasurer and manager, who has sold his interest in that concern and purchased fruit land at Medford, Ore. It is understood that Mr. McArdle is also going into the real estate business.

The Younglove Construction Co., Sioux City, Ia., writes: The indications at the present time are very favorable for an unusually large amount of elevator work for the coming season, presume this is owing to the fact that on account of the abundant crops at most points, they were unable to handle same on account of too small equipment and too little storage. The principal part of the work will be rebuilding and converting old, out of date buildings into modern up-to-the-minute plants.

"The Hess System of Heating" is the name of the new booklet recently issued by the Hess Warming and Ventilating

Co., Chicago. This booklet contains many illustrations describing parts of the Hess Drier, and of different elevators using Hess Driers. Much interesting reading matter pertaining to the Drier can also be found within the pages of the booklet. Readers of the Journal can secure one by writing to the Hess Warming & Ventilating Co., 907 Tacoma Bldg., Chicago.

It is reported that the Otto Gas Engine Works, Philadelphia, contemplate adding to their well-known line of gas and gasoline engines, the building, on a large scale, of engines operating on crude oil and similar fuels. The original builders of the Otto engine abroad, the Gasmotoren-Fabrik Deutz, Cologne, Germany, of which the plant in Philadelphia is the United States branch, has been for many years most successful in producing up-to-date, economical and reliable crude oil engines. Their experience guarantees the placing upon the American market of a first class oil engine in the near future. The Company owns property covering about 90 acres at Wilmington, Del., procured with a view of erecting a modern plant. The management has been changed and the new Board of Officers, consisting of Frank Salomon, Pres. and Gen. Mgr., Erich Krell, Vice-Pres. and Treas., E. A. Fischer, Sec., bids fair to carry out the program of enlarging an enterprise which represents the pioneer efforts in this country of building internal combustion engines in a highly successful manner. Mr. Salomon is well known all over the globe among men in the handling of machinery. L. V. Goebbels has been retained as Engineer in charge of the technical department.

## Books Received

**PERIODICAL CICADA IN 1911.**—In 1911 it happens that both the 17-year and the 13-year locusts will appear, and a timely circular, No. 132, by C. L. Marlatt, describing the tree pest and mapping its territory has just been issued by the U. S. Dept. of Agri., Bureau of Entomology, Washington, D. C.

**TESTING FARM SEEDS** is a condensed but comprehensive treatise on weed seeds, fully illustrated, describing methods of testing seeds with home-made apparatus of the farmer, by F. H. Hillman, assistant botanist in the seed laboratory of the Bureau of Plant Industry. Bulletin 428; 47 pages; U. S. Dept. of Agriculture, Washington, D. C.

**STATISTICS OF RAILWAYS** in the United States is a compilation of official reports covering the financial side of railway operation of each line in the country, their capitalization, income and detailed expense, forming the 22d annual report prepared by the Bureau of Statistics and Accounts of the Interstate Commerce Commission, for 1909. Indexed; 978 pages.

**INDUSTRIAL ALCOHOL.**—Some reasons for the failure of the denatured alcohol law of 1906 to accomplish the establishment of small distilleries to work up waste on farms are given in a 32-page pamphlet on Industrial Alcohol, its Source and Manufacture, by H. W. Wiley and H. E. Sawyer. The government restrictions are briefly mentioned and it is stated that a small distillery can not be built for less than \$12,000. Farmers Bulletin 429, U. S. Dept. of Agriculture, Washington, D. C.

A bill prepared for the Minnesota legislature by Rep. D. Robertson will prohibit the sale of adulterated flour "if bleached by any artificial process whereby the natural color is changed."

The wheat crop of European Russia for 1910 was estimated by the International Institute of Rome at 821,821,000 bus. and that of Asiatic Russia at 95,831,000 bus., a total of 917,652,000 bus. The final crop last year was 784,000,000.

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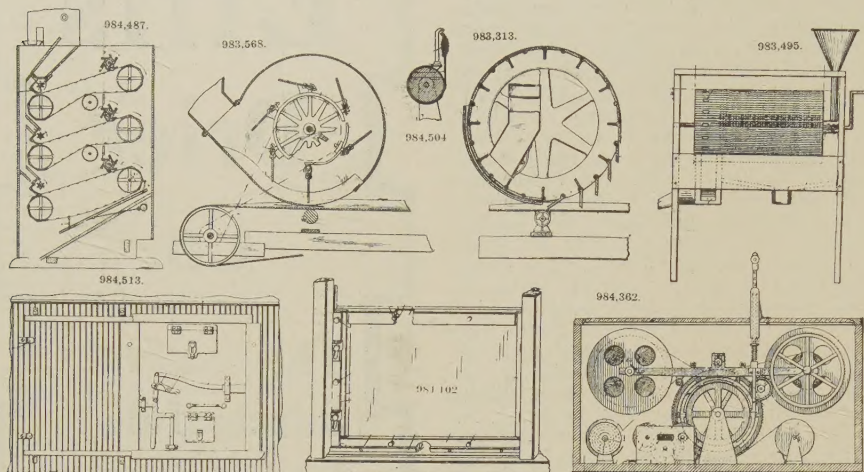
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## Patents Granted

**Seed Corn Grader.** No. 983,495. (see cut) Chas. Hunnicut, Wilmington, O. The inner of two concentric screens is provided with



oblong screening openings and the outer screen with openings of the same width, but shorter. The corn is delivered to the inner screen, which is formed with inclines leading to the openings.

**Grain Door.** No. 984,102. (see cut) Geo. Arthur, and Chas. Paget, Huntsville, Ont. Connected to the frame is a panel having laterally extending slots near the vertical and top edges. Thru the slots and the side bars and top bars extend bolts having sleeves to permit the easy racking of the frame, independently of the panel.

**Feeder for Belt Conveyor.** No. 983,313. (see cut) Wm. Reinecke, New York, N. Y. Close to the surface of the traveling belt is the lower periphery of a rotatable wheel moving in the same direction at the same rate of speed. The material is spouted upon the inner surface of the wheel rim having hinged gates thru which the material drops on the belt.

**Grain Door.** No. 984,513. (see cut) Jacob E. Meyers, Geo. A. Hemphill and Ezra Bowman, Indianapolis, Ind. The door slides into the frame, the recess on one jamb being deeper than that in the other. The bolts slidingly mounted on the door are operated by the same lever, but their pivotal distance is unequal so that one bolt may engage its socket before the other, and the subsequent movement of the lever serve to shift the door.

**Feeder for Belt Conveyors.** No. 983,568. (see cut) Wm. Reinecke, New York, N. Y. The material is fed tangentially into a casing from which it is scraped upon the belt by pivoted blades on a wheel moving at the same rate of speed as the belt. The blades are arranged to swing freely during one part of the revolution of the wheel and are moved to predetermined positions during another portion of the revolution.

**Scourer.** No. 984,504. (see cut) Adolph Beck and Eduard Angermuller, Coburg, Germany. Grain which has been previous-

ing characters is pivotally mounted in a stationary casing to contact with a record ribbon when pressed by a roller, on opposite sides of which are two transfer reels, the wheel and one reel being connected by gear to move in harmony. Connected to the printing wheel is a large gear operating with a plurality of gear wheels comprising a comptometer.

**Grain Separator.** No. 984,487. (see cut) Chas. B. Parks and Berton E. Sturdevant, Sparta, Wis., assignors to C. T. Thorbus, Sparta, Wis. Arranged one above another is a series of conveyor aprons provided with pockets in their upper surface. Each apron is supplied with grain from a hopper supplied from a main supply hopper, slides controlling the flow of grain from the side hopper of each of the apron hoppers. A chute is provided with one passage to receive grain from the upper apron and a second passage to receive grain from the other aprons, while an elevator returns grain from the chute to the upper apron, a wing switch controlling the delivery of grain from one or both of the chute passages to the elevator. Rotary brushes are arranged to sweep grain laterally from the upper surfaces of the aprons into the chute passages. The aprons travel over supporting rollers and are formed of sheet metal with flexible joints.

Buckwheat amounting to 63,997 bus. was exported during the first 11 months of 1910, compared with 200,126 bus. in the same period of the previous year.

Linseed oil was exported in the 11 months prior to Dec. 1, 1910, amounting to 154,388 gals., against 227,545 gals. in the same months of 1909, as reported by O. P. Austin, chief of the Bureau of Statistics.

Commission houses and growers of barley are making an organized campaign to oppose the removal of the duty on barley. Maltsters and brewers who have had to pay high prices for the cereal are in favor of reducing the tariff.

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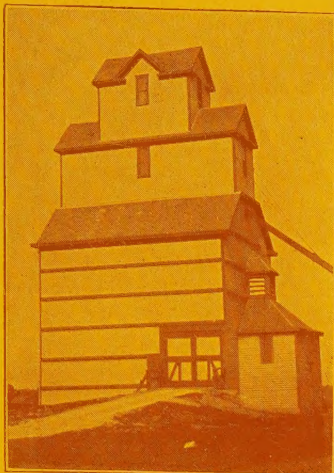
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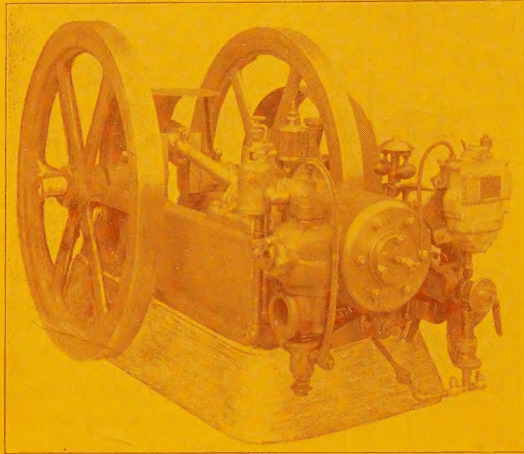
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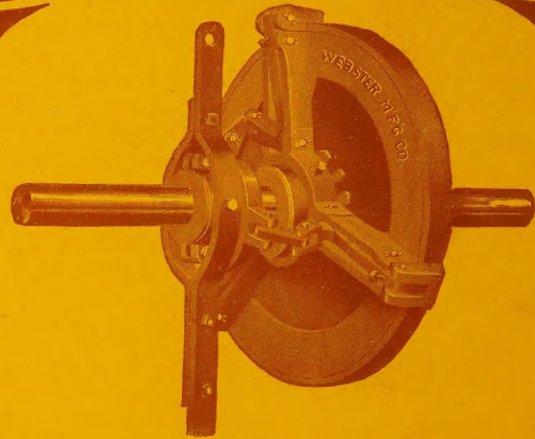
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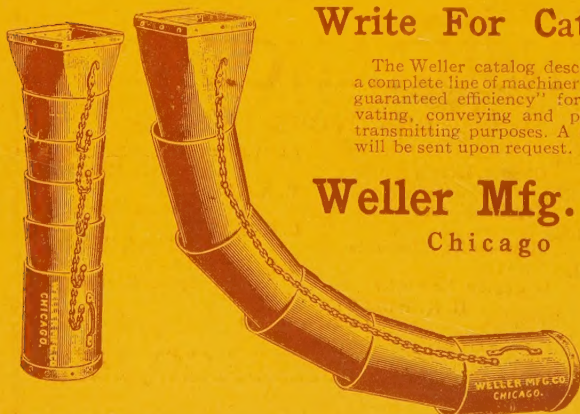
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